

ALL HANDS



THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1956

NavPers-O

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• **FRONT COVER: BOGEY MAN**—Radarman Third Class D. W. Sullivan, USN, is highlighted by glow from radar scope as he scans the screen for possible bogeys while on duty in CIC room on board USS *Calcaterra* (DER 390).

• **AT LEFT: DESTROYERMAN COMES ACROSS:** From tin can to flattop personnel swing across choppy sea as high line is rigged from USS *Orleck* (DD 886) to USS *Yorktown* (CVA 10).

• **CREDITS:** All Photographs published in **ALL HANDS** are official Department of Defense photos unless otherwise designated.



Living Afloat—

Do-It-Yourself 'Hab Hints' for

PEANUT-CAN ASH TRAYS of empty powder cans to substitute for missing butt kits; fancy rope and canvas work to decorate ladders and stanchions; a piece of line strung between bunk stanchions and chains to make a quick-drying towel rack; or a towel tucked between the mattress and frame of the bunk above to baffle the overhead lights when you hit the rack early—all these were forms of “do-it-yourself” habitability no further back in the good old days than yesterday.

Usually, too, a couple of lucky guys in each division could wangle space for a small record player and a batch of discs—or even a guitar to lend zest if not melody to off-duty-hours sing sessions.

These attempts to make shipboard life a bit more pleasant and comfortable seem rather piddling.

However, they were about all that could be done aboard ships which were probably already in a critical stability condition.

Before WW II and the days of such complicated — and weighty — electronic devices as fire control systems, half a dozen varieties of radar, sonar and communications equipment, life at sea was harder, but ships offered quite a bit in the way of habitability. However, as Men-O'-War were loaded down with more and more gear designed to make them better fighting tools, something had to give — so berthing, messing and recreation spaces and facilities gradually gave.

Then came “habitability” as a military characteristic of ships in the “New Navy.” Items like air conditioning of all living spaces, bunk partitions, and berth lights have become standard equipment on new ships. Specifying such features for new construction presents little or no problem, since their added weight can be compensated for in the building.

But older ships are something else. For one thing, there is the question of money. Then there's the business of weight and moment—stability is one of the most important considerations in building and equipping a ship, and it must be jealously guarded if a ship is to remain seaworthy. However, years of accumulated lead-base paint and the addition of item after item of new equipment have perhaps reduced your ship to a critical stability condition. If that's the case—or if your ship doesn't have the money to spare—then you can't have much in the way of major habitability improvements.

Even so, the Bureau of Ships has come up with a plan that allows practically any Navy ship to have at least a few habitability features. This plan may be found in *Fleet Hab-Hints* (NavShips 250-5332), a looseleaf notebook of mostly “do-it-yourself” projects for making your ship more liveable.

The notebook, which should be available aboard your ship, contains page after page of suggestions (most

of which originated in the Fleet) and new pages are added from time to time. Each sheet describes an improvement, tells what vessels may use the suggestion, the estimated cost of each item, whether weight and moment compensation are required and who must approve the installation aboard your particular vessel. Each page also illustrates methods of applying the suggestion and, where applicable, detailed diagrams for building and installing the “hab” items.

The booklet also points out that ships which have their own ideas for “do-it-yourself” projects to make shipboard life more comfortable should forward their ideas to the Commander, San Francisco Naval Shipyard. If your ideas can be made to work for a number of vessels, they will be added to the booklet for possible use by other ships. You may send in pictures, drawings, sketches or word descriptions of your habitability hints.

Your ideas for “do-it-yourself” habitability should be like those already “in the book”—easily installed by your own ship's force, with funds available. Now let's look at some of the ways you can make your living areas more homelike — provided you've got that old working spirit and your ship has whatever money and approval is necessary. And incidentally, all these items are already in the *Hab-Hints* manual.

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Beginning with your berthing compartments, you can start off with the decks and work right on up to the overheads. Instead of hitting that cold steel every morning at reveille, you may now hit a deck that's covered with fire retardant linoleum tile in dark green, terra cotta or six marbled color patterns—and the colors may be mixed or matched to suit yourself—or your bosses. (Note: fire retardant linoleum is being superseded by fire retardant plastic tile. This change will be added to *Hab-Hints* later.)

If you're tired of the usual white or green bulkheads, they can be repainted in such fashion-plate tones as Beach Sand, Clipper Blue, Rose Wood, Sun Glow, Pastel Green, Green Gray, Yellow Gray, Pearl Gray or Light Blue. Practically all of these

semi-gloss pastels are already available at naval supply centers in an improved chlorinated-rubber base paint. These paints can be applied by brush, spray or roller, and may be used unadulterated on bulkheads. Because of the higher light reflectance needed, overheads should be left white. However, if you so desire, you can mix your chosen color with white to produce a pale tint with adequate reflection. Use of these paints doesn't require Bureau of Ships approval. The cost is only about \$30.00 per 1000 square feet, and BuShips has made available all the dope you need to be your own decorator.

But before you paint, check your insulated bulkheads. If the insulation is scarred and broken, you can apply new brattice cloth right over studs and all. Then your new paint job will really look shipshape.

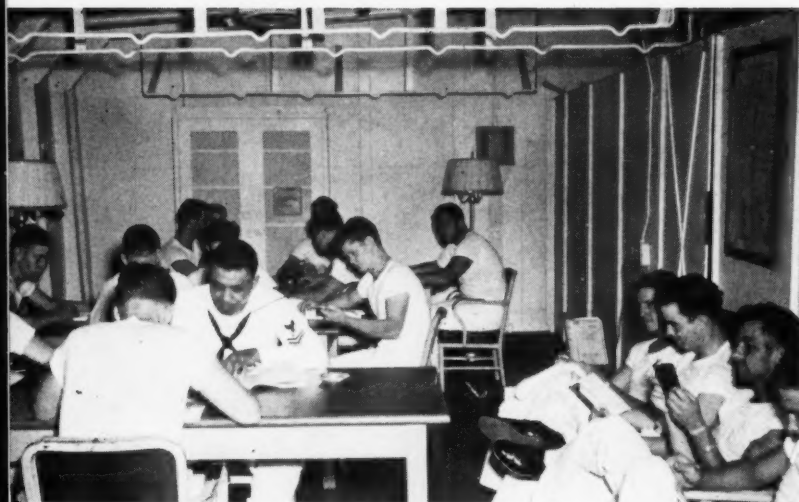
If you've got empty bulkhead space that could stand a bit of brightening, you might have a shipboard artist paint you a mural, or mount photographs or mural wallpapers. No glass, though, because of the splinter hazard; and pin-ups are not considered to add anything homelike to the general atmosphere of your living compartments. Pictures may be covered by a commercial coating, and painted borders can simulate mats while eliminating the weight of frames. These, too, need no BuShips approval.

Another inexpensive — and easily



REMODELED AND NEW—Above: Crew of USS Albany (CA 123) enjoys remodeled lounge. Below: Sailors inspect new lockers on USS Haverfield (DER 393).





LOUNGE, LIBRARY and hobby shop were built by crew of USS Chourea (ARV 1) with salvage material and \$80 from welfare and recreation fund.

accomplished — habitability project is the installation in living compartments of mirrors with a light over them and plug-ins for users of electric shavers. Such outlets make shaving possible when washrooms are secured, cut down on the amount of toilet gear to be lugged back and forth between the washroom and your compartment, and decrease traffic in washrooms jammed by liberty hounds.

Have you ever found it next to impossible to get whites or blues pressed aboard ship, or tried to borrow an iron and find a place to use it? *Hab-*

Hints has your answer: Installation throughout the berthing spaces of one steam or dry iron and ironing board for each 50 men in the crew. The ship's force can easily turn out the clips needed to hold the boards to the bulkhead while not in use and the sheet metal boxes for stowing the irons. While only electric irons are listed in standard stock, both irons and boards may be procured commercially.

Hab-Hints also tells you how to alleviate the twin nuisances of laundry bags and present types of peacoat lockers. One of the new peacoat

lockers looks like a larger version of the present cleaning gear locker, and is built to hold eight coats in each of its two tiers. Or a wardrobe type locker may be built large enough to suit your needs. The smaller type fits into blind passages between berths; the wardrobe type may be built into any available corner or with the back to any open bulkhead space.

Lockers to replace the present unsatisfactory canvas laundry bags are recommended for the space under ladders, but they may be installed wherever you have space for them.

In case you don't like the present lighting in your compartment, fluorescent fixtures are available, or you can get from standard stock light baffles designed to fit all metal 100-watt overhead fixtures. These baffles control the distribution of light, eliminating glare and dark overheads.

So you fancy up your compartment with better lighting, a colorful paint job and sparkling new deck covering. There are no more laundry bags to be scrubbed every week—but what about that old sack itself? Well, that too can be more habitable.

For instance, foam rubber mattresses in standard sizes for Navy-type bunks are available for crews' quarters, as well as CPO and officer's quarters. They're softer, easier to clean and sterilize, help you to make a better-looking bunk—and compartment—for inspections, and are much more comfortable to sleep on. If you don't believe it, just ask the men of USS *Robert F. Keller* (DE 419), who've been doing their dreaming on foam rubber for some months now. LTJG D. F. Kiechel, USN, who's gunnery officer on this DE, points out that some of the guys, of course, don't like the new mattresses, just as some of them gripe about the pastel paints and curtains, but "you can't please everybody."

Included in the habitability book is a berth front stanchion and lee rail, designed to replace the bunk chains now in use—and brother, if you've ever tried to find enough chains of the same length to make a tier of bunks hang evenly, you'll know how much this can add to your comfort. They also eliminate noise, and make it easy to raise an entire tier of bunks at one time for sweeping and swabbing, or clearing a passage for the movement of bulky supplies.

Via submission of a "shipalt" before your ship has her next yard period, you can have metal berth

DO-IT-YOURSELF — Many crews, like men of USS YV-2 shown here in room they gave themselves for Christmas, have pitched in to help improve their ship.



ALL HANDS

partitions to provide semi-privacy and a shield between you and the guys "next door." As designed, the partitions contain utility stowage space and towel rods for each bunk. While these partitions require the approval of BuShips, that's easy to get if your "tub" can stand the added weight. Or you can use the plans for making canvas utility shields for each bunk. These do not make head-to-head berthing permissible but provide some privacy and handy stowage for toilet articles, shower clogs, magazines, cigarettes, stationery, or almost anything else you like to have handy.

A "crew's utility bag" (one per berth), Fed. Stock No. DF8105-286-5455, is being added to your ship's allowance. The bag is light green, eight inches in diameter, twenty-three inches long, and has a zipper on the long side. This bag will hold all the foregoing articles and has straps and snaps for attaching to folding berth frame or other support. (This item is not in *Fleet Hab-Hints*.)

To add a final homelike touch to your rack there are individual berth lights already available in standard stock, (not yet mentioned in *Hab-Hints*). These, too, can be installed by your ship's electricians. BuShips approval of this item is required.

The compartment may be finished off with such fripperies as individual ventilation system terminals for each bunk; combination berth-tables which utilize spare berth space and can easily be removed and stowed when you need more bunks; hinged writing desks which can be installed (with a light) wherever you have the space; or four-man card tables which can be stowed on the bulkhead when not in use.

Once you've turned your berthing compartment into a classy dormitory, you might turn your attention to your washrooms. First off, there's the rubber terrazzo deck covering. While not quite a "do it yourself" item, since it must be installed by a shipyard or qualified repair activity, these deck coverings greatly simplify sanitation and deck upkeep in washrooms, water closet spaces and showers (or any other spaces where it is continually wet).

Two items from standard stock, soap dispensers and paper towel dispensers can be installed at the rate of one for each two wash basins—eliminating running back and forth



'GEDUNK STANDS' help make Navy ships a better place to live. Here a Ship's Serviceman of USS *Carronade* inspects the stand's ice cream machine.

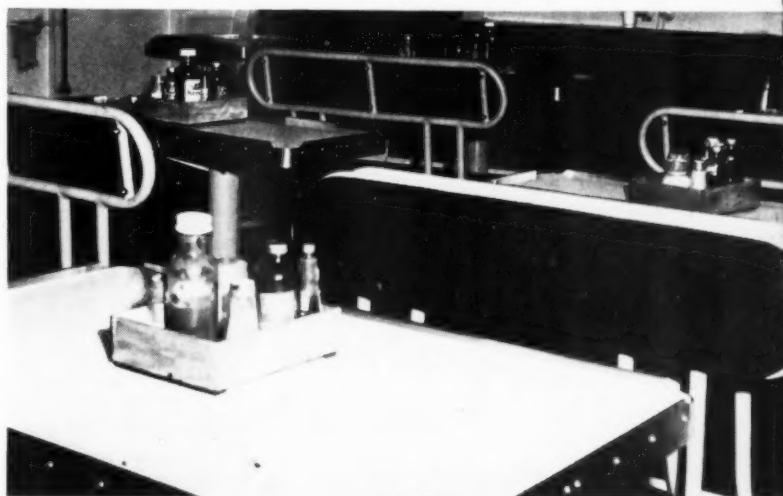
between your locker and the washroom with your own cleaning gear. Of course, you also need receptacles for the used towels, but these too are standard stock.

Then there are individual fluorescent lights, each complete with its own switch and shaver outlet, to be fitted over the wash basin mirrors. Your ship's force can make and install towel bars and racks to hold toilet gear. Soap dishes and clothes hooks are stock items, easily installed.

If you really want to go all out, there's even a system for beating the

wet towel mess. Large lockers may be built near each shower room and stocked with towels fresh from the laundry. Nearby, a receptacle must also be built for used towels. Then you set up a "linen service" to pick up the dirty towels each day and restock the locker with clean towels. The system works fine—as long as each man cooperates by turning in a dirty towel for each clean one he uses. And you won't have to bother with hanging a wet bath towel in your locker or take a chance on having it impounded by your MAAs.

PADDED SEATS, SMALL TABLES make mess hall of USS *Rupertus* (DD 851) more liveable. 'Fleet Hab-Hints' (NavShips 250-5332) contain many ideas.





EASY TO INSTALL curtains add privacy as well as cheerful color to sleeping quarters of Navymen at sea.

A number of habitability improvements have also been dreamed up for messing and recreation areas. Aside from fluorescent lighting, new deck coverings and pastel shades of paint, you can add plastic tops to your present mess tables. Or there are four-man tables with foam rubber benches or stools upholstered in imitation leathers. In such tones as cordovan, yew green, sandalwood, crimson or blue, these are guaranteed to lend colorful comfort to mess areas, recreation areas or your gedunk stand.

For the chow line itself two types of rotary toasters are available. These will turn out 300 or 500 slices of toast per hour, with a guarantee that your daily bread will be neither burned nor soggy when it's toasted. And you can have salad bar arrangements, either "homemade" or bought



PHOTO MURAL, SLIP COVERS and bulkhead-to-bulkhead carpet give the remodeled lounge aboard *USS Lake Champlain (CVA 39)* a plush touch.

commercially, which present an appetizing array of salads, raw vegetables, relishes or fruits and dressings.

For the scullery area, in addition to new arrangements for garbage cans, there is a new fangled cutlery bin which eliminates unsightly washer racks or the usual dishpans half filled with water—and grease and food scraps. The new bins can be turned out by your shipmate metalsmiths and automatically (with your help that is) separate knives, forks and spoons into different racks, ready for the washer.

Other *Hab-Hint* suggestions which can add to your ship are:

- End tables, from standard stock, which can be combined with commercially-procured lamps and ash trays in your crew's lounge, or the CPO and wardroom lounges.
- You can appoint "decorators" from your crew to select drapery material in bright colors or patterns, to make lightweight drapes for optional partitions or for use in concealing pipes, wireways, etc., in

lounges and messing areas. Aside from their looks, curtains help deaden noise.

- Magazine racks are a standard stock item, easily installed and an invaluable addition to your library, lounge or other recreation area.

- If you've got any upholstered furniture aboard that's getting pretty beat up, you can have it redone in tough imitation leather—crimson, sandalwood, green, cordovan or blue.

- Why not consider the installation of a hobby bench which is first-rate for such things as weaving, ceramics, wood carving, jewelry making, leathercraft, or making model ships, cars, and airplanes. The benches (and tool lockers) may be bought on the open market, or you might make your own.

- Soft drink vending machines are mighty handy to have around when you're "taking ten," or when your gedunk stand seems always to have half the crew in line for ice cream and sodas. On top of the convenience, the machines return a profit to the ship's recreation fund.

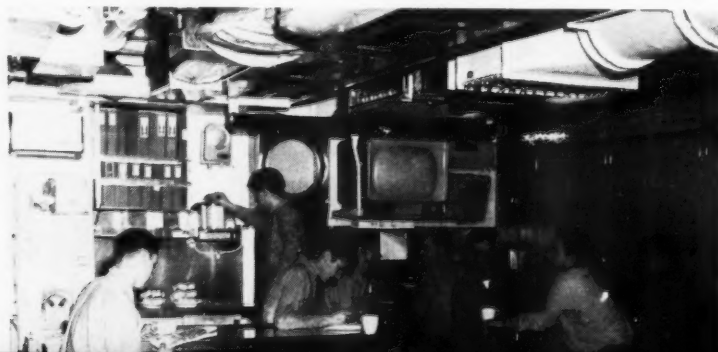
- "Juke boxes" or record players which take fifty 45-rpm, 7-inch discs may be installed. The record players may be listed as shipalt equal to a repair—and your own crew members "can do."

Remember, before you start on this habitability work, you must consult *Fleet Hab-Hints* to find out about whose approval, if any, is necessary and whether weight and moment compensation is required. This info is given on each page of the *Hab-Hints* Booklet.

Barney Baugh, JO1 USN

ALL HANDS

EVEN LIMITED quarters of a sub can be improved with new materials and ideas now available to ships through the BuShips habitability program.





Hull of a Nice Ship

Uss *Forrest Sherman* (DD 931) is the talk of the Atlantic Fleet and probably her reputation has spread to the Pacific as well. This much-talked-about destroyer is a prime example of the New Navy not only in her sleek outward appearance and fighting gear but also in the improved living conditions inside her streamlined hull. She is the first post-war destroyer and has all living and working spaces designed to give maximum possible comfort and efficiency.

This air-conditioned forerunner of ships of the future has many "hab" hints that have been copied by the crews of her older sisters to make them more comfortable too.

Top left: *uss Forrest Sherman*. *Top Right:* Individual toilet gear lockers with vented backs save men from carrying shaving gear, etc., to and from head. *Right:* CPO mess is on main deck level instead of below decks forward. *Lower Right:* Each berthing compartment has small recreation area partitioned from bunks by lockers and curtains. *Lower Left:* Destroyerman pulls curtain to three-man bunk room while shipmate reads.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● ESSAY WINNERS ANNOUNCED—

The five top entries in the "Life in This Navy" contest have been named. All entries were true anecdotes in a humorous vein, unpublished, and based on the contributors' own experiences.

First place winner is Thomas R. Taters, YN3, USN, stationed at Treasure Island, San Francisco, Calif. His anecdote was entitled, "A Request for Blood" and concerned an incident in which blood donors at Treasure Island were to get special liberty but were delayed.

The second through fifth place winners are: Francis J. Walch, YNC, USN, Atlantic Reserve Fleet, U. S. Naval Station, Orange, Texas; LCDR Richard C. Minasian, CEC, USNR; LCDR Randolph W. King, USN, Bureau of Ships, Washington 25, D. C.; and Clause C. Hile, BT1, USNR, U. S. Navy Recruiting Station, Portland, Ore.

● **SELECTED FOR W-1**—The names of 376 first class and chief petty officers selected for temporary appointment to the grade of Warrant Officer, W-1, in five categories, have been announced.

Of this total, 200 will be appointed when administrative requirements have been met and personnel found physically qualified. A breakdown of these 200 to be appointed follows: Ordnance Control Technician (724), 10; Machinist (743), 70; Aviation Electronics Technician (761), 15; Communications Technician (764), 35; and Electronics Technician (766),

70. They have been notified of their selection and impending appointment by individual letter.

● SHIPBOARD SEPARATIONS —

If you're about to be discharged, you may be saved the trip to a separation center under the expanded program of shipboard separations.

The program, authorized in 1955 for Atlantic and Pacific Fleet ships located in continental U. S. ports, has been tried out on ships in the Pacific Fleet. Since their reports indicate separation of enlisted men by large ships is practicable, the program is being stepped up by BuPers Inst. 1910.14. In addition to ships, other Fleet commands such as aircraft squadrons and construction battalions, when based ashore in the continental United States, are authorized by the instruction to undertake the separation of enlisted men. As experience in on-board separations increases, certain mandatory requirements will probably be set up for such actions.

The instruction applies to State-side-located ships and other Fleet commands, which have on board, or in the immediate vicinity, facilities for making payments incident to discharge and for conducting separation physical and dental exams. It does not apply to Wave personnel, to commands which have no facilities for processing separations nor to activities located outside the continental U. S. In these cases separations will continue to be transferred for discharge under Article C-10201 of *BuPers Manual* and BuPers Inst. 1900.1B.

The requirements of the separation process are explained in the newly-revised *Guide for Separation of Enlisted Personnel* (NavPers 15877), which is being distributed to all ships and stations.

● **DEADLINE DATE EXTENDED**—The deadline for the submission of entries in the "Mrs. U.S. Navy" has been extended to 15 Jul 1956. The old deadline had been 15 June but the sponsors of the contest, The Fleet Reserve Association, wanted to give all hands ample opportunity to enter.

Any Navy career man may nominate his wife in this contest. Prizes include a \$2500-cash award, 1956 automobile, a complete lady's wardrobe, a trip to 14 cities in the U.S. and Hawaii, an especially designed wristwatch, and a radio.

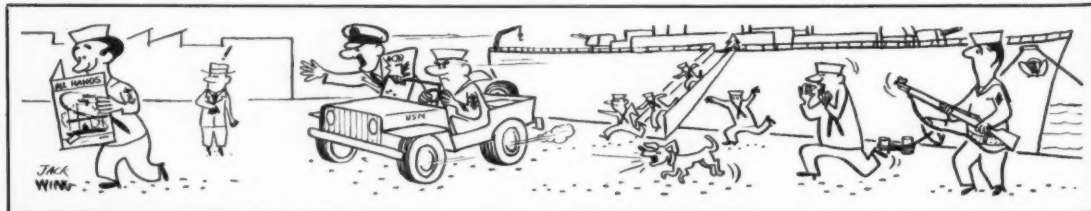
An important factor in the final selection will be the wife's contribution and support of her husband's Navy career. Wives must be nominated by their husbands.

Contest rules and sample application blank, which may be reproduced locally, are contained in BuPers Notice 1700 of 11 Apr 1956.

● ALL-NAVY PHOTO CONTEST—

Winners of the Sixth All-Navy Photography Contest, held in New York City, were T. J. Gabris, YNC, USCC, CDR E. C. Scully, USN, and LTJG T. H. Newman, USN. They topped all other contestants in black and white enlargements. CDR Scully's entries also won places in two additional categories. J. J. Bodisch, GMC, USN, of USS *Boxer* (CVS 21), was another double winner. His photographs won places in two categories.

Judges of this year's contest were three civilians prominent in the photographic field. Trophies have been awarded to the winners of the seven places in the first category and to each of the three winners in the second and third categories. Winners in the three categories and the titles of their entries in the contest are:



WHEN LEAVING your ship don't take ALL HANDS with you — pass this copy on to at least nine other men.

Category I—Single black and white enlargements.

1. T. J. Gabris, YNC, uscg, 3rd Coast Guard District; "Family Portrait."
2. CDR E. C. Scully, usn, NAS Barber's Point, T.H.; "Mambo."
3. A. J. Novak, PH3, usn, NAS Floyd Bennett Field, N.Y.; "Patterns in the Night."
4. CDR J. A. Clark, usn, Staff, ComTwelve; "Caught in the Web."
5. J. J. Bodisch, GMC, usn, uss Boxer (CVS 21); "Old and New Japan."
6. J. P. Franks, PH2, usn, NAS Norfolk, Va.; "Only Child."
7. G. F. Nichols, HM2, usn, U. S. Naval Medical Unit, Tripler Army Hospital, Oahu, T.H.; "German Crystals."

Category II—Picture Story (Series of three black and white enlargements).

1. CDR E. C. Scully, usn; "Surfing at Barber's Point."
2. J. J. Bodisch, GMC, usn, uss Boxer (CVS 21); "EM Club, Yokosuka, Japan."
3. K. J. Grant, AT3, usn, FASRon 118, Naha, Okinawa; "The Sharks."

Category III—Color Transparencies:

1. LTJG T. H. Newman, usn, U.S. Naval Shipyard, Charleston, S.C.; "Obscured and at Rest."
2. CDR J. L. Kenner, usn, Staff, ComOne; "Vermont Sunset."
3. CDR E. C. Scully, usn; "Wai-kiki."

All of the winners were entered in the Sixth Inter-Service Photography contest.

• INTER-SERVICE PHOTO CONTEST

J. P. Franks, PH2, usn, of NAS Norfolk, Va., won second place in the black and white still picture category in the Sixth Inter-Service Photography Contest. The prize winning photos were exhibited in the Pentagon.

Marine Lieutenant Colonel William Benedict, on the staff, CinC-NELM, won first place in the color transparency category with his entry "The Parthenon."

Winners of Honorable Mention were R. W. Mengel, CY2, usn, Corporal W. A. Bellais, usmc, MSgt Jesse Blanton, usmc, all in the color transparency class; and TSgt E. R. Wojciechowski, usmc, in the black and white still category.

• **SELECTEES ANNOUNCED**—Names of men selected for retention, appointment or commission in the fol-

lowing categories have been announced, and notification forwarded to the personnel concerned:

1. A total of 161 officers have been named by a selection board which convened to consider applicants for retention who were originally commissioned in the Regular Navy from NROTC sources during the calendar year 1953. Numbers selected in the varying categories are: Line (General)—73; Line (Aviation)—66; Supply Corps—18; Civil Engineer Corps—4.

2. In addition, a total of 272 NROTC graduates have been selected for appointment in the various staff corps during calendar year 1956, provided they meet all administrative requirements. These include: Supply Corps, USNR—142; Supply Corps, USN—89; Civil Engineer Corps, USNR—15; Civil Engineer Corps, USN—25; and Medical Service Corps, USN—1.

3. From Naval Aviation Cadets who had at least one year of commissioned service, a board has selected a total of 114 for transfer to the Regular Navy.

4. Under the Navy music program five men are to be appointed to the temporary grade of LT, USN, and 12 more to WO.

• SERVICE RECORD MAINTENANCE

—The Chief of Naval Personnel has stressed the need for continued emphasis on accuracy in the maintenance of officer and enlisted service records, particularly in entries concerned with pay data. BuPers Notice 1058 of 11 May 1956 previously pointed out that rights, benefits and obligations of Navymen have become increasingly detailed with consequent increase in the need for detailed, specific data. Personnel officers and personnel men must know an increasing amount of precise data in order to make accurate entries in service records, since errors can lead to inconvenience and delay for personnel, as well as a considerable amount of costly paper work.

The notice, in addition, set forth the Chief of Naval Personnel's policy with respect to consolidating the service records of active duty personnel of small activities into a single large office in the interests of reducing errors and providing more competent guidance for personnel men and officers concerned with record entries. Centralization has been recommended by the Navy Comptroller.

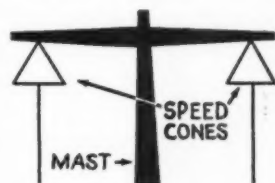
QUIZ AWEIGH

All hands who read ALL HANDS will find this month's quiz a snap.



1. You'll recognize the above as the can buoy and nun buoy. These two buoys are especially significant because (a) they're so easily recognized (b) they indicate the port and starboard sides of a channel (c) they indicate an underwater obstruction.

2. The color scheme of these buoys aids in their recognition since (a) the can buoy is all black and the nun buoy is all red (b) the can buoy has horizontal black and white stripes and the nun buoy has vertical red and white stripes (c) the can buoy is all red and the nun buoy is all black.



3. At a glance you'll see that the above bright yellow, cone-shaped signals are Speed Cones. During daylight, ships steaming in formation use these signals to indicate (a) speed of the trailing ship (b) shaft revolutions (c) engine speed of the flagship.

4. If the cones are "two-blocked" as in the above illustration, it would indicate that the ships in the formation are steaming (a) ahead standard (b) ahead flank (c) ahead two thirds.



5. We have a new phonetic alphabet but the signal flags have remained the same. Also, two of the flags, shown above, kept their same names under the new system. They are: (a) Mike and Xray (b) Prep and Sugar (c) Dog and George.

6. If you answered the above question correctly, you'll know that the colors used in these two flags are (a) red and gold (b) blue and white (c) red and white.

You'll find the answers to this month's quiz on pp 57.



USS YORKTOWN (CVA 10) steams to sea on 50-mile voyage for wives of crew.
Below: Families relax on USS Epperson (DDE 719) during cruise off Waikiki.



THREE MONTHS' cruise to Hawaii.

FAMILYR

FROM PEARL HARBOR to Pensacola and from carriers to destroyers, "wives' days" and dependents' cruises are showing more and more Navy families that their seagoing breadwinners are as important to the Fleet as they are to the folks at home. Here's a rundown on some of the recent "distaff side" cruises ashore and afloat.

• **USS Telfair** (Apa 210) really did things up right when she made her cruise. Although plans to take along dependents were approved only two days before she sailed, the families of 12 crew members were ready to go when *Telfair* left San Diego for



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MISSION was granted for *USS Telfair* (APA 210) to take families to Pearl.

CRUISE BOOK

a three-month yard period at Pearl Harbor. En route to Pearl, the 12 wives and 15 children got a real thrill out of seeing their Navymen at the jobs that keep ships going. Then, while the transport was being overhauled and repaired, they spent carefree weeks swimming, sight-seeing and relaxing in Hawaii.

Wave Liz Salas, JO3, USN, also went along on the last phase of the cruise to cover the story from a woman's viewpoint, in what is believed to be the first assignment of an enlisted woman to the crew of a combatant ship of the Fleet.

• Since *Telfair* made her voyage out of San Diego, the distinction of making the first Pearl Harbor-based dependents' cruise is claimed by Escort Destroyer Division 12, which includes *USS Nicholas* (DDE 449), *USS Philip* (DDE 498), *USS Renshaw* (DDE 499) and *USS Epperson* (DDE 719). In an all-day trip, wives and children on board these vessels took turns at the wheel, toured the ships, watched the firing of anti-submarine projectiles and lazed in the sun while the Division was anchored off Waikiki Beach.

• *USS Lexington* (CVA 16) has given her crew a number of chances to show off their ship to the families. The first was on a voyage from Puget Sound Naval Shipyard, Bremerton, Wash., to Bangor, Wash., with 60 Sea Cadets, 200 crew-member dependents and 80 guests from the Shipyard as passengers. The second probably set a record when nearly 1000 wives were on board for an eight-hour cruise out of San Diego. Before that trip had ended *Lexing-*

ton began to make plans for another family cruise in the San Francisco area.

• San Diego was also home port for the wives' day of *USS Wasp* (CVA 18). Her 287 guests were left wide-eyed by a demonstration of fueling at sea with *USS Gurke* (DD 783).

• *USS Yorktown* (CVA 10) played host to 365 when she set out from NAS Alameda, Calif., on her ladies' day operation. Her guests were wives of crew members or of personnel serving with Air Task Group Four at Moffett Field, Calif.

• Even shore-based outfits are getting in on the act. *VA-95* put on a family day at NAS Alameda, for 82 dependents and guests. Highlight of the day was the launching and landing of four AD-6 *Skyraiders*.

• Everybody's doing it. *USS Saipan* (CVL 48), based at Pensacola,



A WAVE in the crew — Liz Salas, JO3, USN, was assigned to *Telfair's* crew to do story on dependents' trip.



WIFE MUSTERS X Division of *Yorktown* while the ladies get firsthand knowledge of Navy jobs. Below: Wives join crew in mess in *USS Saipan* (CVL 48).





LADIES SPOT JET on USS Wasp (CVA 18) while joining hubbies on cruise. Below: Families inspect Skyraider of VA-95.



Fla., staged two wives' days. On the first, the guests of honor were more than 80 wives of *Saipan* crew members. A month later *Saipan* repeated her performance for 60 Navy wives from NAAS, Whiting Field, Fla.

• Last, but not least was the cruise of *USS Macon* (CA 132) from Portsmouth to Norfolk, Va., which gave a brief taste of shipboard life to 80 wives and children.

Whether ashore or afloat, the visitors roamed from bow to stern and bridge to bilges, while their guides tried to answer every "What's this?" or "Why do they do that?"

HE DID IT?—Wife of J. Crawford, CS2, USN, is amazed by her husband's cooking as shipmate R. Tessier, CS2, USN, (rt) reassures her of his talents.



On board *Telfair* the kids wondered how the ship could find its way to port across so much water. The guests of the DDEs wanted to know why the anti-sub projectiles were called hedgehogs. On board *Lexington* the VIPs made thorough inspections of the recently recommissioned ship's new steam catapults, angled flight deck and hurricane bow. The ladies of *Wasp*, *Yorktown* and *Saipan*, and the wives, children and guests of VA-95 babbled excitedly or held their ears as jets swept in for landings or shrieked away on take-offs. On board *Macon* they watched every move as Navy tugs deftly worked the 17,000-ton warship into the channel.

The seagoing wives and kids didn't miss a thing. They saw guns, firerooms, enginerooms, sleeping quarters, post offices, radar rooms, barber shops, life rafts, dispensaries, shops, laundries, galleys, mess halls and everything else they had heard Navymen talking about. Even at mealtime, when they stopped climbing ladders long enough to take the edge from their sea-air appetites, they were learning about the Navy.

By the time their brief tours of sea duty were over the visitors had lost a lot of their curiosity about the life of a sailor. They came away with a new respect for the Navy, and a new appreciation of a man's pride in his ship. —Gerald Wolff.

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OVERSEAS FUN—School boys in Naples stage Apache dance. (Rt.) Children enjoy celebration at Yokosuka school.

ter than to become Navy wives.

Incidentally, if your wife has a bachelor's degree with the right number of credit hours in certain subjects, plus two years of teaching experience, there's a pretty good chance that she can obtain a job in the Navy school at the overseas base to which you are assigned, since Navy wives are given preference for these positions. If she doesn't quite meet the requirements, she may be able to teach in a co-operative school at some smaller activity.

There is no over-all program for coordinating a man's overseas duty assignment, with a teaching job for his wife, but some commands do have such a setup for their personnel. If you're interested, see Com-ServLant Inst. 1306.1C of 26 Jan 1955 and BuPers Inst. 1306.6A of 30 Jul 1954. For details on teachers' qualifications, salaries and application procedures, write to the Chief of Naval Personnel (Attn: Pers C113), Department of the Navy, Washington 25, D. C., via your commanding officer.

The quality of the teachers in Navy schools more than offsets the fact that overseas schoolbuildings are not as fancy as their Stateside counterparts. Long-established bases like Guantanamo Bay have facilities much like those in the States. Elsewhere, hospitals, jumbo Quon-jets, pre-fabs, warehouses, barracks, special services buildings and a

variety of other structures have been pressed into service.

The biggest dependent's educational facility is the Forrest Sherman School in Naples, housed in a large, modern building which will be used as a hospital when the Americans leave. With 1000 students and 45 teachers, it includes all grades from the first through the 12th. In addition to classrooms, it contains a spotless cafeteria where students can buy sandwiches, hot soup, fruit and desserts, and a branch ship's store which sells pens, pencils, notebooks and other supplies. Textbooks, as in all armed forces dependents schools, are furnished by the government.

The smallest school is at Chia Yi, Formosa, where 22 youngsters, from first to eighth graders, are taught by the same instructor in a little Navy "one-room schoolhouse."

Dependents' high schools stress the fundamental subjects (English, arithmetic, history, etc.) because enrollment isn't large enough to warrant the cost of hiring teachers for a great variety of courses. However, pupils who want to study subjects not taught by the school are able to take free correspondence courses in these fields with teachers from the armed forces school helping the students along in their mail-order work.

In Navy high schools your teenagers can find just about all the extra-curricular activities they would in the States—glee clubs, dances, school papers, bands and most athletics. But, if your boy wants to be a football hero, he's out of luck. Small enrollments, the high cost of equipment and the lack of competition in the same age and weight brackets make it necessary for the schools to get along without the pig-

NAVY'S FORREST SHERMAN school has students from all branches of service whose families are stationed at HQ Allied Forces Southern Europe, Naples, Italy.





PALM-SHADED SCHOOL HOUSE at Trinidad Naval Station takes care of the scholastic needs of 75 Navy dependents from the 1st through 8th grades.

skin pastime. In other sports, the schools play against intramural teams on the station, or in a few cases, against other dependents high schools in the area.

Besides the more routine activities, dependents schools offer some geography lessons that no Stateside school can equal. For example, at the Navy elementary school in Yokosuka, Japanese teachers come in for a half-hour every week to instruct the children in the dancing, art and folklore of Japan. On Kwajalein, supervised swimming instruction is part of the school program and extracurricular activities include excursions to neighboring islands, shell hunts and fishing parties. In Naples the students get to take field trips

to such world-famous sites as Mt. Vesuvius and Pompeii.

Mothers and fathers have a voice in the running of dependents schools through parent-teachers associations and local school advisory boards, composed of officers, enlisted personnel and Navy wives.

At small activities, such as Naval Missions and Military Aid Groups, you may find that there is no armed forces school around, but don't worry — your children will still be able to get their three Rs with the help of Uncle Sam. In situations like this the Navy will pay all or most of the tuition for Junior to attend private, church, cooperative or local government schools if there are any within daily commuting distance of

your living quarters. But, to make sure these schools are good enough, the Navy will not put up the money unless certain requirements are met.

The school must be willing to accept and able to accommodate your youngsters, the quality of instruction must be about equal to that normally provided in Stateside schools and the language of instruction must be English. However, the last two requirements are sometimes relaxed when parents are willing to send their children to schools which don't quite measure up to them. Children just starting to school have little difficulty learning a foreign language when their teachers and classmates don't speak English.

On the whole, private and church schools in foreign countries compare very favorably with the same sort of schools in the States. A number of the church schools which Navy dependents attend in European cities are branches of the Marymount School, Tarrytown, N. Y., which is accredited by the New York State Board of Regents. All instruction is given in English. Cooperative schools (like the one operated by British and American residents in Athens, Greece), have improved a great deal over those of the pre-World War II period. Local government schools, except for their emphasis on subjects of special interest to natives of the country, are usually on a par with American public schools.

Even at activities which have no armed forces or tuition schools, the Navy will help out with Junior's education. When there are no suitable schools around, you can become a teacher yourself, using correspondence courses furnished by the Navy. However, not many children have to rely entirely on this kind of schooling, because the Navy tries to send family men to places where their dependents will be able to get regular classroom instruction.

Correspondence courses are also used in cases where the local armed forces school only goes up to the eighth grade and Junior's in the 10th, or when Junior wants to take a course which a local high school for dependents doesn't offer. In these situations the armed forces school helps Junior in the selection of his courses and a local teacher assists him with his studies.

Unfortunately, the successful completion of mail-order courses does not guarantee that Stateside high

'ALL-AMERICAN' FACULTY—Teachers in Navy dependents overseas schools represent many parts of USA. Naples staff shown is from 20 different states.



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schools or colleges will give credit for them. Accredited Navy dependents high schools are authorized to grant credit for the satisfactory completion of correspondence courses taken with the approval and under the supervision of the school, but if your activity has no accredited armed forces high school, it's best to check with Junior's last Stateside high school, the next high school he will attend or the college he plans to enter, to see what arrangements can be made about the granting of credits. Some Stateside schools will give credit for mail-order study if the student can pass a test on the subject or if he does all right in more advanced study in the same field.

Since the purpose of the overseas dependents schooling setup is to keep families together, you can't send Junior to a boarding school away from your residence abroad at Uncle Sam's expense. But if you choose to pay for it yourself, of course, you can send him to any school you want. If there is an armed forces school handy, but you'd rather send your children to a local church school, you can also do this if you're willing to pay the tuition yourself.

The Navy has no truant officers. It doesn't need them, because Navy parents know the value of a good education. Attendance figures in overseas dependents schools are much better than the Stateside average.

The "board of education" for the Navy's global school system is the Overseas Dependents Schooling Unit, which at latest count was providing the three Rs for 8249 children. Of that number, 4490 were going to Navy-operated schools, 1417 were in those operated by the Army or Air Force and 1342 (except for about 50 being taught entirely through correspondence) were attending tuition schools.

Are you going overseas with school-age dependents? Then, here's some advice the Unit would like to pass on to you:

- Bring along the children's birth certificates. Any unmarried child, stepchild or adopted child, actually dependent on a Navy parent, is eligible for this program from the first through 12th grades while living with his parents overseas, provided he will have reached his sixth, but not his 21st birthday by 31 December of the current school year. Birth certificates make it easy to prove



NAVY FAMILIES ABROAD enjoy many activities. Schools include traditional American organizations such as Scouts and Parent-Teachers associations.

that your dependents are in the right age bracket.

- If possible, also bring along—or have the previous school forward—transcripts of your children's schoolwork; narrative reports on their personality traits, study habits, etc.; lists of the textbooks they have been using; and lists of their scores on standardized tests. These items are a great help in enabling your youngster to get the most out of his schooling.

Why does the Navy go to all this trouble and expense for a bunch of kids? Well, it's based on the principle that every American child is

entitled to a free public school education, and a recognition that "the Navy takes care of its own." Career men are needed to keep the Navy in fighting trim. By the time Navymen have enough experience to be valuable they usually have wives and a family, and many fathers would soon leave the Navy if they were separated from their families too long and too often.

Thus, by keeping families together, good schools have become an important link in the Navy's chain of defense.

You, your youngsters and America reap the benefits. —Gerald S. Wolff.

LIVING WITH DADDY in a foreign land leads to many thrilling experiences. Here brother and sister enjoy cruise on father's sub while stationed in Hawaii.





NONPAY RESERVES are skilled specialists such as electronics technicians above. Below: Reserve officers hold a critique on exercises held during training.



Sailors in Civvies:

Volunteer

EARL L. HOLMES, DCWC, USNR, is a Reservist with ideas. Not so long ago, Chief Holmes visited several Long Island, N. Y., hospitals as a representative of his civilian employer's welfare department.

He noticed a lack of entertainment facilities for convalescing patients—there were few radio and television sets to relieve the boredom of long hours in a hospital bed.

Chief Holmes gave the problem a little thought. His Naval Reserve unit—Aviation Company 3-2, Lindenhurst, Long Island,—included electronics in its training curriculum. Wouldn't it be a good idea if the members of this volunteer, non-pay unit could supplement their training with practical work on damaged or nonfunctioning radio and TV sets and, after repairs were completed, give the sets to the hospitals?

Obviously, the answer was "yes." But where could the Reservists obtain the "raw material"—the broken gear? Appeals were made to the local community. As the word got around, public response was overwhelming.

Since the program got underway

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Keep Up with New Navy

the Reservists have rebuilt and distributed more than 300 radio sets and 75 TV sets. And "Operation Repair" is still going strong.

Many units in the nonpay programs of the Naval Reserve have made similar use of imagination and hard work to increase the effectiveness of their training. Not all, of course, have been able to tie in their training with a concrete community service as was done in Long Island.

Members of nonpay Reserve units are highly skilled specialists in a variety of fields—ranging from automotive transportation down through the alphabet to telecommunications censorship. Some of these nonpay programs emphasize the administrative or planning level. Others are adapted to the unique skills of such Navy specialists as dental officers and technicians, experts in the fields of international affairs, law, ordinance, research and supply.

The Chief of Naval Personnel is responsible for activating these units and for coordinating training, with the guidance and assistance of the various bureaus and offices in the Navy Department which have cognizance over a particular area of training.

Today, more than a score of nonpay programs are available to Naval Reservists—in addition, of course, to the major and specialized pay programs. Every naval district and river command has established a number of these programs to enable officer and enlisted Reservists to take part in training and maintain their military proficiency.

There are over 1200 units now operating—and they're not confined to the continental limits of the United States. You'll find nonpay Reserve units in Alaska, the Philippines, Guam, Hawaii, Panama, Puerto Rico, Germany and Japan.

In some localities, no specialist unit that fits an individual Reservist's classification is available. Such a Reservist is not the "forgotten man," however. He may join a "composite" unit—made up of men who have specialties similar to his. This type of unit is especially effective in smaller cities and towns where there are not enough Reservists in a given classification to support a specialist unit.

Volunteer Reservists who join a

nonpay unit must, in most cases, attend 24 drills annually. The exceptions are the electronics and telecommunications censorship programs, which hold 48 drills every year.

All nonpay programs are authorized 14 days of active duty for training annually. This ACDUTRA will be with pay and allowances when training duty funds are available. In cases where appropriate billets are available, ACDUTRA may be authorized without pay.

Most programs are open to all qualified Reservists in nonpay status, officer and enlisted. Women officers may enroll in any nonpay program for which they qualify except Chaplain Corps and Merchant Marine. Enlisted women are eligible for all programs open to enlisted personnel except Merchant Marine and Civil Engineer Corps.

Following is a brief summary of some of the nonpay programs available to Reservists today:

Automotive Transportation—A force of 2000 officers and enlisted men with special qualifications has been authorized for this program. Units may be formed whenever a sufficient concentration of automotive specialists exist in a given area. They are designed to train personnel to meet the needs of the Navy for extended land and foreign base operations. Training manuals and instruction material are supplied by the Bureau of Yards and Docks for the study of such subjects as maintenance of vehicles and tires, control of parts and tire supply, shop management, long-distance hauling, inspection policies and safety.

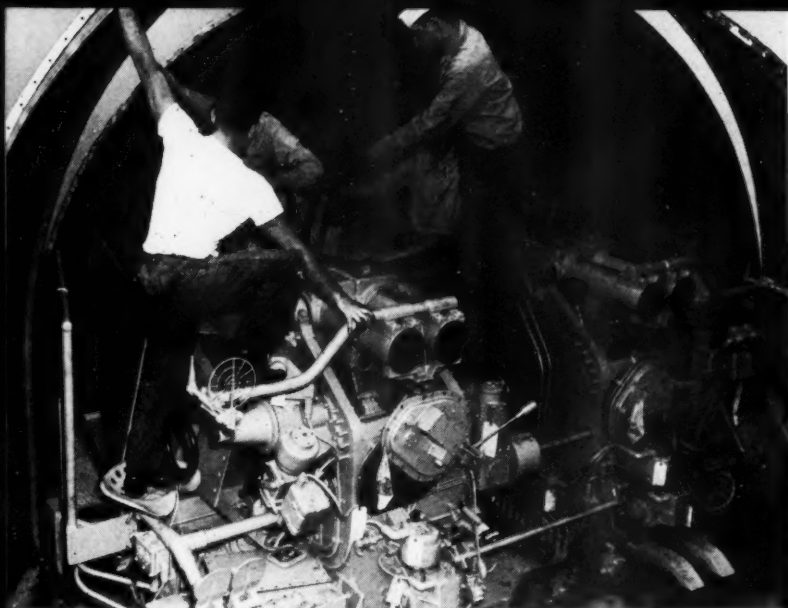
BuShips—Units in this program engage in specialist activities in various fields, ranging from firefighting and ship repair to engineering of all types and the activation of ships in mothball fleets. Membership includes officers who qualify in certain engineering fields, mathematics, physics and naval architecture. Officers with other experience or professional background and enlisted men in pay grades E-3 and above may apply, with their commandant's approval.

Chaplain Corps—This program provides a pool of Reserve officers who are ordained clergymen, qualified to represent their respective denominations and who are available for mo-



RADIOMEN keep in practice through Reserve units. Below: Reservists keep up with the Navy supply system.





UNITS UNDER BUSHIPS program study activation of mothballed ships. Here, sailors remove protective hood from 40mm quad of USS Casa Grande (LSD 13).

bilization. Enlisted persons (of Personnel Man W branch) who are trained in music or office work may also join these units.

Civil Engineer Corps—While the primary mission is to provide refresher training for officers in CEC officer classifications, enlisted men in Seabee ratings may also take part. Drills cover all aspects of civil engineering, as it applies to the Navy, in-

cluding logistics, pontoon operations, camp sewage, breakways, drydocks, staging operations and the like.

Dental Corps—The Dental program trains Reserve dental officers and enlisted personnel of allied ratings. Training material for the program is supplied by the Bureau of Medicine and Surgery.

Electronics—These units are for Reservists who operate and maintain

radio, sonar, radar and other electronics gear. Training is patterned after that of the Electronics paid program and involves two types—individual rating and team training. Any Reservist who is a licensed radio amateur may, with his commandant's approval, take part in USNR radio drills from his home radio station.

Intelligence—Training includes the field of investigation, preparation of special studies, research, security of classified matter and general administrative activities. The program is primarily designed for officer training, but enlisted personnel, in certain ratings, may apply for administrative billets.

International Affairs—Current events, geopolitics, the promotion of better understanding between nations and national groups are the main subjects studied by members of these units. The program is composed of officers whose experience and interest qualify them as specialists in international affairs. Enlisted personnel in pay grades E-3 and above may apply if they are in administrative ratings. Only two such units are authorized—one in the Eleventh Naval District and one in the Potomac River Naval Command.

Law—Reserve officers who are members of the bar of a federal court or the highest court of a state may apply for this program which includes training in military law.

CURVES OF MODEL island are studied by Reservists who are working out problems in their specialty.



Medical Corps—For qualified Reserve officers and enlisted Reservists in the hospital corps. Reservists who qualify for this program may request association with other USNR programs in areas where a Naval Reserve Medical Company does not exist.

Merchant Marine—This program provides training for personnel with an adequate knowledge of naval work and organization for service in combatant and merchant-type vessels. Companies are authorized to train in merchant ships which are able to support such training units. Line and Supply Corps officers currently serving in merchant ships are eligible. When these officers come ashore permanently, they may no longer take part in this program but may affiliate with the MSTS or NROS programs.

Military Sea Transportation Service—Trains qualified Reserve officers in various phases of military overseas transportation and shipping control.

Naval Material—Provides training in procurement and disposal of material, planning and control, quality control, industrial security, development contract administration, and the like. Officers with education or experience in business administration, production management, engineering and allied fields are eligible to take part.

Naval Research—Reserve officers who are qualified in the following fields are eligible: physics, chemistry, mechanics, mathematics, geology, biology and psychology, in the basic sciences; power and propulsion armament, missiles, flight, geographical exploration, amphibious and undersea warfare, in naval sciences; and in the fields of synthetic training devices, training aids, technical information, underwater and sound reference standards, scientific personnel and contracts, procurement and facilities. The program is also charged with administering inventions, trademarks, copyrights, royalties and the like. Therefore, Reservists trained in patent law and patent procedure may also qualify. Enlisted men, in pay grades E-3 and above and who possess qualifications which could aid naval research, may also apply.

Ordnance—For the study of guided missiles and powerful new types of ordnance equipment, explosives, arms and armament. Training includes such subjects as fire control,

gun mounts and missile launchers, underwater ordnance, aviation ordnance, jet propulsion and countermeasures. Program includes both officer and enlisted personnel.

Petroleum—Officers associated with petroleum or in allied fields are eligible for this program. Enlisted personnel with administrative ratings may also enroll.

Public Relations—Reservists experienced in civilian or naval public information, mass communications media, or related fields or whose specialties are public relations, advertising, reporting, photography, telecasting, publishing, and the like, are eligible. Officers and enlisted personnel above pay grade E-3 may take part in this program.

Supply Corps—For officers only, this program provides training in the operations and basic industries that serve the Navy.

Telecommunications Censorship—This program is for officers and enlisted personnel not specially trained for shipboard duty but who have had World War II experience in telecommunications censorship components, or whose present education, training or related experience provides a similar background.

As you can see, there is almost no limit to the scope of training available to volunteer Reservists. From time to time, as the need arises, new specialized programs are established. Similarly, programs which



INTELLIGENCE OFFICERS of Reserve units receive pointers on photographic interpretation techniques during drill.

become obsolete or which may be effectively combined with other related training programs are disestablished or reorganized, thus keeping the nonpay units an up-to-date part of the Reserve training program.

These units are fulfilling their missions to provide trained forces of experienced personnel in a particular specialty—personnel who would be available for mobilization in time of war or national emergency. When and if that time comes, the skills of the Reservists can be used to supplement the Regular Establishment.

ENLISTED MEN in Seabee ratings keep adding to their 'Can Do' knowledge. During annual training they perform on-the-job duties, like Reservists here.



LETTERS TO THE EDITOR

Assignment of SNs in Ships

SIR: We are in need of a final word from you in our attempt to settle a running argument between the personnel office and our executive officer—who may well be right again.

The assignment of seamen is our major problem. I maintain that each division in the ship should have a proportionate number of seamen assigned, men who are best suited (by review of service records and job code numbers) for training to fill billets and advance to the ratings and rates in which vacancies may occur. Unfortunately, I cannot find this in any manual or directive which we have aboard.

To be specific, when the Chief of Naval Personnel assigns an allowance list of personnel to a ship, does that mean that *all* seamen and SAs are to go to the deck divisions? Or may some of them be assigned to other divisions, to fill billets and qualify as yeomen,

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D. C.

personnel men, storekeepers, etc.?

Can men who are working and are assigned as "general deck hands" be recommended for, and subsequently take, an examination for advancement in rating to some rate not in the deck group?

Isn't the job code system devised for the purpose of assigning best-suited men to billets where, with training, they can fill a PO's billet (as far as professional duties are concerned) until rated?

Sorry to have to bother you, but we

have exhausted all our local sources.—H. T. D., YN2, USN.

• There is no Navy directive nor manual which provides for the assignment of seamen by NJC once they have reported aboard ship, although NJC codes are taken into account when assigning men to a particular ship in which insufficient strikers are available.

Assignment of SNs and SAs to divisions within a ship or station is at the discretion of the skipper or his representative, such assignments usually being dictated by existing manpower needs. Thus if you need deck hands, SNs and SAs are your meat; if you need a striker for a particular job and find a good prospect among your own non-rated men who can be spared, he should be given a chance at the job. The Enlisted Classification Record page and Navy Occupation and Training History page provided in each service jacket are intended as a guide in assigning the right man to the right job, both when he first reports aboard and when personnel losses leave vacancies to be filled.

In answer to your second specific question: a man assigned as a general deck hand who is in all respects eligible, may be recommended for and given an examination for advancement to a rating other than in the deck group, provided it is within the normal path of advancement for a seaman. The normal paths of advancement are outlined in the "Manual of Qualifications for Advancement in Rating" (NavPers 18068).

Your third question can, perhaps, best be answered by referring you to the introduction to the "Manual of Enlisted Navy Job Classifications" (NavPers 15105 Revised), which explains the assignment of NJC numbers and the utilization of codes so assigned.—Ed.

Bowling Team Practice

SIR: I would like to find out if bowling is considered a varsity sport in the same sense as baseball and basketball. If so, why do the members of a regular bowling team have to pay a fee out of their own pockets to roll practice games while baseball and basketball teams are supported by money from the station recreation fund?—R. J. H., AD2, USN.

• The Chief of Naval Personnel does not designate any sport as "varsity." This is a local method of administering the Special Services program. The extent to which local recreational activities are financed is determined by the local command. Perhaps arrangements can be made with the local Special Services Officer for financing practice.—Ed.

Eligibility for Navy Retired Pay and Social Security Benefits

SIR: It has always been my impression that a member of the naval service could retire and while receiving retired pay could work in a civilian job, thereby qualifying for social security benefits.

However, page 62 of the *Rights and Benefits* (NavPers 15885) pamphlet has what would seem to be a different version: "But remember, you cannot draw Navy retirement pay and be eligible for Social Security benefits at the same time."

In view of this, must an employed retired man pay Social Security taxes on his wages if working in a covered industry, or does some provision of the law excuse these payments if the man can never draw benefits?—E. E. D., LCDR, USN.

• Your first impression is substantially correct, that is, you can draw both Navy retirement and Social Security benefits, but if you do, the Social Security credits must be earned by you and may not be based on the same period of military service for which you are receiving Navy retirement pay.

In discussions of retirement and Social Security benefits, confusion often arises from the fact that, under current law, it is possible for a serviceman to earn Social Security credits by virtue of his military service. But, he can only count such service for

Social Security if he does not count it for military retirement. The law provides that in cases where payments are payable under the Navy retirement system for a period based in whole or in part on a period that is also covered by Social Security wage credits, Social Security benefits based on such wage credits are not payable either to the individual involved or to his survivors. This bar applies to disability as well as non-disability retirements and also to cases in which retired pay is waived by the individual concerned.

The sentence you quoted from "Rights and Benefits" (NavPers 15885) is intended to point out that you cannot draw both retirement pay and Social Security for time you have served in the Navy, although much of your Navy time is creditable for both. In other words, if the Social Security benefits are creditable *only* on the basis of your Navy service, you can choose to receive either Navy retirement pay or Social Security, but not both.

BUT, if you are eligible for Navy retired pay and if you have earned or can earn enough credits from civilian sources to make you eligible for Social Security benefits, then you may draw benefits from both sources. (Social Security "Old Age Pensions" do not begin until you reach 65.)—Ed.

Age Limit for WO Appointments

Sir: What are the thoughts behind the establishment of the age limit at 39 for appointment of CPOs and POs to Warrant officer? It would appear to me that such a rule places a penalty against maturity and experience in some instances and sometimes works an injustice. For example, I have 13½ years' naval service and am 41 years old. With the exception of making CPO and a \$30 a month raise, it appears that I've reached the end of my advancement in the Navy.—W. H. W., HMI, USN.

• The age limit for appointment to warrant grade is actually 40 years instead of 39. The age of 39 for eligibility allows for the one year required to appoint many of those selected. It is realized that the establishment of any age requirement will eliminate many otherwise well qualified candidates.

Age limits for all officer procurement programs are established only after careful study and planning, and are considered to be in the best interest of the naval service. Many factors must be considered when determining age requirements, such as age of contemporaries and service potential (both from the standpoint of physical qualifications and eligibility for retirement).

The age limit for appointment to warrant grade was, for many years, 35 years of age and was only recently raised to 40 years for those persons originally enlisting prior to 30 Sep 1945. Practically all career enlisted men begin their career prior to reaching the age of 20 and as a result most of them have the necessary 20 years' service for retirement before reaching the age of 40. Thus, under the Warrant Officer Act of 1954, many appointees are eligible for retirement as a warrant officer as soon as they are appointed.

All rules and regulations are predicated on what is best for the service and the majority of personnel. Regardless of what standards are set, there will always be exceptions.—Ed.

Aviation Greens

Sir: U. S. Navy Uniform Regulations states that the aviation winter working uniforms for chiefs and officers, "shall be made from forestry green woolen or worsted fabrics . . ." No other specifications as to shade of green are given.

In the past there has been a noticeable difference in the shade of green used in most Navy aviation uniforms and those worn by Marine Corps officer. However, I have recently been informed that the Marines are now allowed to wear the same shade of green as naval officers.

Does the same hold true in reverse? May naval officers and chiefs wear greens made from the Marine cloth?—A. J. P., LT., USN.

• Indeed they may. In fact, the standard color of the naval aviation



ONCE ONLY A NUMBER, PC 618 is now USS Weatherford. She takes her name from a Texas town. The submarine chaser operates out of Key West, Fla.

green uniform is now the same as that used in Marine officers' green uniforms. The change in shade of green is actually very slight, and it is not to be construed as making existing stocks of fabrics and uniforms in the present shade obsolete or non-regulation. This change is reflected in the specification for the aviation green uniform. Mention of the slight color change is not included in "Uniform Regulations" since those regulations contain only a general description and the new shade falls within the description already in use.—Ed.

Permanent or Acting Appointment?

Sir: I was rated CPHM(A) on 1 Apr 1944. On 1 May 1945 I received an appointment to CPHM. In November 1950 I wrote to the Bureau requesting a certificate of appointment to CPHM(PA) in accordance with BuPers C/L 12-50. I received a certificate of "Appointment to Pay Grade One"—not a permanent appointment certificate. The letter accompanying the certificate stated that the term "Permanent Appointment" was discontinued from 16 Jun 1944 to 1 Oct 1949 and the term "Appointment to Pay Grade One" had been substituted.

BuPers Inst. 1430.7A Ch-1 of 8 Apr 1955 states in para 13 (b) that personnel appointed to pay grade E-7 on or before 31 Dec 1950 may be recommended for Permanent appointment in accordance with Art. C-7209, BuPers Manual.

My question is this: Am I entitled to an appointment as "Permanent Appointment" rather than to Pay Grade One?—J. F. R., HMC, USN.

• Prior to the enactment of the Career Compensation Act of 1949, chief petty officers were carried in separate pay grades to differentiate between "acting" and "permanent" appointments. Chief petty officers, acting appointment, were carried in pay grade 1A and

CPOs, permanent appointment, were carried in pay grade 1. On 16 Jun 1944 the term "Appointment to Pay Grade One" was substituted for the term "Permanent Appointment." Notwithstanding this substitution of terms, the action of appointing personnel to pay grade one in fact constituted a change to permanent appointment status. Personnel so appointed who served continuously in the naval service, without a break in service of more than three months, retained their permanent appointment status and further action to establish such status is unnecessary.

All CPOs, acting and permanent, are now carried in the single pay grade E-7. Paragraph 13(b) of BuPers Inst. 1430.7A (CH-1), which states in part that "Personnel appointed to pay grade E-7 on or before 31 Dec 1950 may be recommended for permanent appointment . . ." applies to personnel who were appointed to CPO, acting appointments, on or before 31 Dec 1950 and who are currently holding acting appointments.—Ed.

Time-in-Rate for CPO

Sir: I made first class on 16 May 1955. Will I be eligible to take the Fleet-wide exam for chief in February 1958, or will I have to wait until 1959 before I'm considered as having three years in rate?—D.M.F., RDI, USN.

• So far as time in rate is concerned, you would be able to take the exam in February 1958. BuPers Inst. 1418.7B specifies 16 June as the terminal eligibility date to which service is computed for advancement to pay grade E-7. Figured on that basis, your NavPers 624 would indicate three years and one month of service in pay grade E-6 when 1958 tests are held.—Ed.



Salutes and Cover

Sir: How about listing for me the chapter and verse of whatever regulations forbid masters-at-arms to wear their hats in messing spaces during meal hours and in places where divine services are being held?

I also wonder if a group of men, properly covered, who are standing in a chow line beneath a deck awning or canopy should salute during a "colors" ceremony? And are these men considered to be in ranks?—P. V. F., QM1, USN.

• The answer to your first question may be found in "U. S. Navy Uniform Regulations," Article 0113(5): *Personnel on Duty to Remain Covered.*—An officer or enlisted man in a duty status and wearing side arms or the pistol belt, shall not remove his cap or hat indoors except when entering a space where a meal is in progress or divine services are being conducted." Thus, when you're in a duty status and wearing side arms or the pistol belt, you do not uncover even in wardroom country, unless a meal or church services are in progress. If you are covered, however, and address (or are addressed by) an officer you must salute, even though the officer may be uncovered.

The procedure for rendering honors at morning and evening colors may be found in "U. S. Navy Regulations," Articles 2106 and 2107, "Honors to National Anthems and National Ensigns." (Mess lines are not considered formations for the purpose of these articles.) Each individual in the line who is out-of-doors should come to attention and salute the colors until "carry on" is given. If a master-at-arms or someone else in a duty status is in charge of the mess line, he may order

"attention" and render the salute for the group—but unless this is specifically provided for aboard your ship, you'd do well to stick to the letter of the regulations.

By the same token, since the regulations make no allowances for canopies and deck awnings (and they are of such a temporary nature anyhow), you'd be stretching a point in using them as an excuse for not saluting.—E.

Steady Steersman

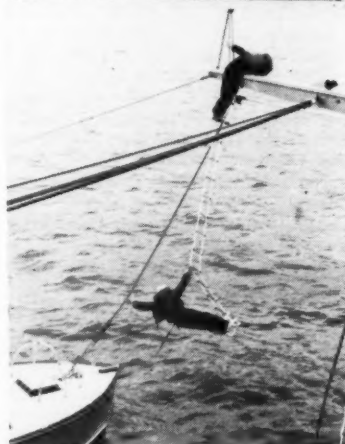
Sir: I don't know about you, but I believe the following is worthy of comment:

On 13 Feb 1956, *uss Tripoli* (T-CVU 64) was scheduled to refuel from the oiler *uss Salamonie* (AO 26). *Tripoli* came alongside the oiler at 1043 and reduced speed to maintain station. During the next few minutes several speed changes were made. At 1052, 101 turns were rung up on both engines. The Bell Book of *Tripoli* and the Quartermaster Note Book confirms that no more speed changes were made for four hours, until 1452 when speed was increased to depart from alongside the tanker.

No records are claimed for speed in refueling, and *Tripoli* readily admits that an endurance contest for refueling is not necessarily a worthwhile undertaking. However, we do submit that four hours alongside a tanker at sea with no speed changes must be a near record if not an all-Navy station keeping record. If anyone can better it, speak up.

It is admitted that weather conditions were favorable, fueling speed—12 knots, fueling course—approximately down wind, wind—15 knots, sea—slight. (for the benefit of non-seafaring readers, it might be well to point out

TO THE GIG—Over the boat boom and down the ladder to gig made fast by guesswarp to *USS New Jersey* (BB 62) go ship's boat coxswain and assistant.



that in refueling operations, the carrier maintains station on the tanker.)

In claiming this record, Tripoli gives full credit to her steersman and her engineering department and full credit to Salamonie, for without a perfect performance of wheel, throttle and steam control by both the carrier and tanker, it would have been impossible to stay alongside without speed changes.—E. R. E., CO, USS Tripoli (T-CVU 64).

• An excellent performance and one that will be surpassed by few ships. We understand, however, that several ServPac ships steamed alongside while fueling or consolidating without speed changes for a considerable length of time. No doubt we will hear from them.—ED.

Duty in Submarines

Sir: I am planning to reenlist in the Regular Navy after serving a tour of duty in the Reserves in the TAR program. Could you obtain the answers to the following questions: (1) Under Option 3 of BuPers Inst. 1306.25B, would SS, SSN, SSK, and SSO be considered four choices of sea duty? (2) What ports in the Continental U. S. have submarine squadrons?—R. M. K., YN2, USNR.

• (1) The answer to this question is: "Yes—technically speaking." However, the choices are so narrow that you may miss out completely if there is no requirement for your rating in the Submarine Force. (2): Submarine Squadrons Three and Five are located in San Diego, Calif., and Submarine Squadrons One and Seven are in Pearl Harbor, Hawaii. There are also submarine squadrons in New London, Conn., Norfolk, Va., and Key West, Fla.—Ed.

Tribute to Former CPO

Sir: I have just come across a copy of your magazine for October 1955. In it I read a letter from a former chief who wanted to return his wartime pay because he considered it a privilege to have served his country in World War II. I believe I speak for the entire Navy when I say that our hats are off to this man.

His action is so touching and gallant that I plan to use his example as an inspiration to every company of men I lead through boot camp here at Bainbridge. For a splendid tribute and a fine deed, please thank the chief, whoever he may be.—L. H., SH1, USN.

• We were very much interested in your reaction to this letter and agree that it is an inspiration to all of us. This chief, who preferred to remain unnamed, has demonstrated a kind of patriotism which is appreciated and approved by all Nacymen, recruits and old timers alike. And he has shown once more that selflessness and love of country are not as "old fashioned" as one might think.—Ed.

Ole Miss Calls a Nostalgic Muster of Navy's Battlewagons

Sir: Seeing Mississippi at anchor in Hampton Roads the other day brought back memories of the old days in Long Beach when the battle-ships were lying offshore. Mississippi looked deserted out there by herself.

The last of our old battleships still in commission, she is technically rated as an auxiliary, but to many of the old hands, she is still a battleship.

These reflections inspired the attached poem, which I thought you might consider for publication in ALL HANDS.—K. J. Slamon, Chief Ship's Clerk, USN.

The Survivor of Battleship Row

All alone in the stream she rides,
This valiant lady in gray,
Swung to and fro by the transient tides,
The ghost of a bygone day.



Gone are the others of Battleship Row.

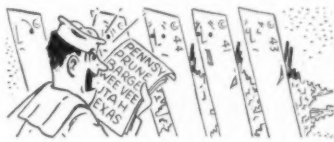
With Cincus and ComBatFor,
And ComBatShips and the rest we did know,
Of the nautical days of yore.

What tales we could tell of days slipped away,
What historic scenes did unfold!
But she is still here to remind us today,
Of the glorious days of old.

Where are the others we cannot see,
Why aren't their voices heard?
Let's have a muster, a nostalgic sortie,
Boatswain's Mate, pass the word.

PENNSY and PRUNE BARGE and
TENNESSEE,
WEE VEE and OKLAHOMA,
ARKY and UTAH, MISSISSIPPI,
WYOMING and ARIZONA.

NEW YORK, TEXAS, and Old NEVADA,
IDAHO and the Big MARY,
NEW MEXICO and the COLORADO,
Complete the elite coterie.



Speak up! Speak up! Are none of you left?

How can we conceal our remorse?
But one whistle echoes, sounds mournful, bereft,
And tells of the Battleship Force.

It's Old MISSISSIPPI: her voice now rings out,
Resounding from shore to shore,
"I know where they've gone, and all about,
The fate of nearly a score.

"They've all gone to scrap, or down in the deep,
To lie with their ancient fore-runners,
Or resting as shrines or in mothballs keep,
But I still train Navy gunners.



"I'm still in commission, performing my mission,
A part of the Fleet and, I vow,
I'll ever remain, in Navy tradition,
The Survivor of Battleship Row."

• Thanks for a nostalgic reminder of the battlewagons of the past, and for a fitting tribute to Mississippi, still going strong.—Ed.

Reenlistment Bonus

Sir: I enlisted in the Navy in December 1939 for six years. In December 1945 I reenlisted for six years. Then in December 1951 I reenlisted for four years and took reenlistment money for the six years I had just completed. On 13 Dec 1955 I reenlisted for four years and my reenlistment bonus was figured as a second reenlistment. Was this correct?—C. A. L., HMC, USN.

• Yes, it was correct. A reenlistment entered into on or after 1 Oct 1949, the effective date of the Career Compensa-

tion Act of 1949, for which a reenlistment allowance was received, must be counted as a first reenlistment in determining the number of a reenlistment for reenlistment bonus purposes under section 208 of the Act.

Since you received a reenlistment allowance incidental to your reenlistment in December 1951, such reenlistment must be counted as a first reenlistment in determining that your reenlistment in December 1955 is a second reenlistment for the purpose of computation of the bonus.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *59th Seabees*—The fourth annual reunion will be held 3, 4, and 5 August at the Chamberlain Hotel, Old Point Comfort, Va. For information contact O. W. Nichols, Long Beach, St. Leonard, Md.

• *82nd Seabees*—519 CBMU—The 10th annual reunion will be held 5, 6, and 7 October at the Hotel Shamrock, Houston, Texas. Write to James Greenwood, 147 Bathurst Ave., North Arlington, N. J.

• *93rd Seabees*—The seventh annual reunion is scheduled for 31 August and 1 September in Evansville, Ind. For further information contact Darle Christy, 715 West 36th St., Kansas City 11, Mo.

• *uss Enterprise (CVS-6)*—The

third annual reunion will be held in New York City on 1, 2, 3 September. For information write E. J. Knapp, 59 E. 4th Street, Corning, N. Y.

• *Class 12, OCS Newport, R. I.*—A reunion for all graduates commissioned September 1953 will be held in New York City, on 29 September. For additional information contact LTJG W. A. Glaser, 1312 Jefferson St., Gretna, La.

• *uss Portland (CA 33)*—A reunion will be held at the Mayfair Hotel, St. Louis, Mo. on 18 and 19 August. For additional information write John W. Ooton, Box 625, Larned, Kansas.

• *uss LCI (Mortar) 673*—Former crew members interested in holding a reunion, with time and place to be decided by mutual consent, should contact John H. Norton, 1559 Post Road, Fairfield, Conn.

• *Second Marine Division*—A reunion will be held at the New Yorker Hotel in New York City, on 20, 21 and 22 July. For additional information, contact William E. Seidensticker, 100 North LaSalle Street, Chicago, Ill.

money. By creating the new rank, the Dutch obtained their needed flag officers at the cost of only half the pay of admirals.

Whatever the source of the name, the rank does not appear in dictionaries of the 17th century. It was not until 1862 that the rank was established in the U. S. Navy by law (in July of that year 18 commodores were created on the active list). But long before that date the title was used by the British, and U. S. Navy captains, commanding or having commanded a squadron were recognized as commodores and flew a broad pennant distinctive of that rank (although they were never commissioned as such).

Commodore was again abandoned as a rank on the active list in 1899, only to be reestablished in 1943 for temporary service in time of war or national emergency.—Ed.

Training Course Discrepancy

SIR: Recently, in reading the Navy training course *Yeoman 1 & Chief* (NavPers 10241-A), I discovered what seems to be a discrepancy. Chapter five, page 94, states that an original only of page five (Gunnery Record) is to be made, while chapter six, page 111, states that the carbon copy of page five is to be forwarded to BuPers. I would appreciate a clarification of this.—C. A. B., YN2, USN.

• In the course you list, (NavPers 10241-A), page 94 was correct and page 111 wrong. However, that text of "Yeoman 1 & Chief" has now been replaced by a new edition, *NavPers 10241-B*. This new edition omits any detailed discussion of the Service Record because that part of YN training has been moved to "Yeoman 3 & 2" (Nav-Pers 10204-B). The new *NavPers 10204-B* mentions only the original of page five.—Ed.

COMO, Rank or Title?

SIR: We have just had quite a discussion concerning whether commodore is a Navy rank or merely a title. My idea is that the rank does not exist, but that the title is applied to a junior rear admiral or a senior captain.—O. H., SD1, USN.

• *Commodore* is both a Navy rank and a title. So far as the rank is concerned, Article 1302 (2), "U. S. Navy Regulations" (1948), states that "the grade of commodore on the active list of the Navy is restricted to times of war

or emergency." The title, however, is commonly applied to officers in command of squadrons or divisions of a fleet.

Historically, there are at least two supposed origins for the name "commodore." One source states that it is supposed to be derived from the Spanish "Comendador," meaning one having command over others. Another source states that the rank was first created by the Dutch during a war with England in 1652. It seems that the Netherlands was short of admirals and also short of

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Yes, Dallas was a DD, But She Didn't Hail from Texas

SIR: During a recent discussion with several members of the Navy I stated that I had spent some time on the destroyer USS Dallas (DD 199) during the invasion of Africa in 1942. Immediately one of the sailors categorically stated that never had a destroyer sailed with that particular name.

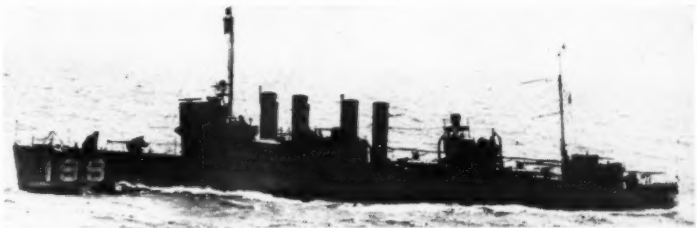
A Marine who was in on the discussion said that ALL HANDS could answer any question related to the Navy past and present—so I'm turning to you for aid. Can you verify my statement that there was a USS Dallas in the destroyer category?—L. L. V. A., MSGT, RA.

• When your letter came in, we thought, "the sailors are looking down his throat—they know that Dallas is the name of a city, therefore USS Dallas must be a cruiser." Then, as we always do, we checked to make sure—and found that Dallas was a destroyer, one of the old "four pipers," according to the Navy Department's 1938 Ships' Data Book.

She was a 314-foot vessel, with a displacement of some 1300 tons and a designed speed of 35 knots. Laid down on 23 Nov 1918, Dallas was launched on 31 May 1919 and was finally sold by the Navy in November 1945.

Her name (which was changed from Dallas to Alexander Dallas on 31 Mar 1945) came from CAPT Alexander J. Dallas, USN (1791-1844). Captain Dallas entered the Navy as a midshipman in 1805, and is credited with firing the first shot in the War of 1812—in the engagement between President and Belvidera, 23 Jun 1812. His naval career also included: command of Spitfire in operations against Algiers (1815) and of John Adams in 1824 operations against pirates in the West Indies.

From 1832 to 1835 the captain was employed in laying out the Pensacola Navy Yard; from 1835 to 1837 he commanded the West Indian Squadron and cooperated with General Winfield Scott in suppression of the Seminole Indians. Rounding out his career, Captain Dallas was in command of the Navy's Pacific Squadron when he died.



STRANGE NAME FOR DD—Old USS Dallas (DD 199) sounds like she could be a cruiser. She was named for CAPT Alexander J. Dallas, USN (1791-1844).

Since you were on board Dallas during the African invasion, Sergeant, perhaps you took part in the following action (which we think makes a pretty good story):

Final plans for the North African invasion called for the Northern Attack Group (which included Dallas) to land a force of some 9000 soldiers near Mehedia at the mouth of the Sebou river, their objectives being to gain control of the river, to take possession of Port Lyautey and its airport and a second airfield between Mehedia and Rabat.

The original scheme also called for a night-fighting raider force to land with the first wave and take over an outmoded citadel called the Kasba—and a number of modern guns and troops—situated on a plateau above the river's mouth.

Plans were changed, however, with another group being assigned to take the citadel; the raiders were to go aboard Dallas, which was expected to make her way up the Sebou and put them ashore in a good position to capture the Lyautey airport.

The net boom had not been cut on schedule. The team which had been assigned to capture the fort went after the airfield instead, leaving the gun emplacements in the vicinity of the fortification to take potshots at the ships lying off the beach. Indeed, the entire landing program was behind schedule—and the enemy had received warning of the attack early enough to rush reinforcements to the area.

Twice Dallas tried steaming in to

ram the net boom, but was driven off by shore batteries.

Finally, on 10 November the boom was cut and Dallas headed upstream against an ebbing tide. Unfortunately the net boom had been cut on the shoal side of the channel, so Dallas had to ram it anyway to traverse the deep side of the channel. But, to quote from Volume II of Morison's History of Naval Operations in World War II, "Before reaching that point she ran aground and began to pound in the swell that washed in from the sea. By turning up maximum revolutions, she just moved through the soft mud; and the Kasba selected that moment to open fire. A big shell hit the water dead ahead as Dallas approached the boom, and another lifted her stern off the mud; she turned up 18 knots, hit a point on the boom midway between two floats, swept it aside, and promptly reduced to 15 knots to ascend the river."

The slow trip up the muddy river was complicated by potshots from various French artillery pieces, a couple of merchantmen which had been scuttled in an attempt to block the channel, and an ebbing depth which had the stripped-down can plowing a furrow along the bottom. Despite these stumbling blocks, Dallas made her objective and offloaded the raiders. Fortunately, the French had abandoned the airfield, so by 1030 (approximately eight hours after Dallas started her run up the river after passing the boom) U. S. planes were using Port Lyautey field.—Ed.

Submitting Request for Shore Duty

SIR: I would like to know if there is any authority that states a man can submit a request for transfer to Bureau shore duty three months before his normal tour of duty aboard ship ends. If there is such an authority, what is it?—C.L.H., BT1, USN.

• No. A man may apply for Bureau

shore duty when he meets the eligibility requirements (which are outlined in BuPers Inst. 1306.20B). He may not submit his card in advance.

The only policy directive issued by the Chief of Naval Personnel which establishes a minimum tour on board any specific type of ship, is the rule that men must serve on board newly

commissioned ships for six months before being eligible for transfer.

Personnel serving in overseas based non-rotated ships are governed by overseas shore duty rules. Men applying for Bureau shore duty are ordered ashore when they reach the top of the SDEL. The period of service in your current ship has no weight in the matter.—Ed.

Signposts for Sailors

FROM THE TIME the first reed boat bobbed along the current of the Nile—or perhaps even earlier—until a few short years before World War II, sailors everywhere depended almost entirely on lights to guide them safely into port. Even today, despite the startling advances in electronics, more than 400 manned lighthouses and lightships in United States coastal waters provide the first intimations of home to the returning mariner.

Radar, loran and various forms of electronic devices are rapidly taking the place of these more substantial aids to navigation, but it will take a long time, if ever, for these gadgets with empty glass tubes for hearts and wires for muscles to replace entirely the lights and their keepers.

WATTS THIS?—Coast Guardsman inserts new 1000-watt bulb in St. John's light in Florida. Mirrors reflect light of 250,000 candle power visible 15 miles.



Chances are, old-timers of the bulrush-and-reed school of thought shook their heads sadly when wood and charcoal threatened a technological upheaval centuries before the Christian era, as their descendants did when sperm oil gave way to kerosene, and kerosene to electricity.

The history of the silent sentries in the United States began in 1716 with the first lighthouse in North America built at the entrance to Boston Harbor by the Province of Massachusetts. Shortly after this, several other lighthouses were built by the Colonies. On 7 Aug 1789, Congress authorized maintenance of lighthouses and other aids to navigation at expense of the U. S. government.

On that date there were 12 lighthouses maintained by different states.

These, together with four others completed later, were ceded to the federal government by the states.

Since then, the generations of keepers and their lights remained under civilian direction until 1939 when the Lighthouse Service was discontinued and jurisdiction over aids to navigation was placed in the hands of the U. S. Coast Guard.

Today, the coastlines of the United States are dotted with lighthouses, lightships, fog signal stations, radiobeacon stations, loran transmitter stations and light attendant stations. Nearly all lightships are equipped with radar to locate approaching vessels and check on accuracy of their own anchorage.

To identify a major light in the U. S. today when your approximate position is known, all you need is a stop-watch or a clock with a second-sweep and the Coast Guard's *Light List*. This navigator's bible contains full information about every lighted and unlighted aid to navigation in American waters.

It was different in the old days. When the light consisted of an open flame, such as a wood or coal fire, there was no way of producing a sharp beam or an intermittent flash. All lights looked alike, and a light could mean only one of two things—a harbor, or danger. Unless he knew the coast and the exact location of the light as well as his own position, a skipper had no way of knowing its meaning or its location.

This condition was eased by adoption of twin towers, providing a combination of lights. Before this trend became too pronounced, the present system was adopted. Today, the beam you see is the product of three elements: the device which provides the fuel or energy that produces the light; the lens which concentrates and magnifies the light into a solid beam; and finally, the mechanism which drives the rotating lens and directs its speed.

The flashing effect is usually obtained by revolving the lens in conjunction with gadgets known as flash-panels. The accurately timed twinkling characteristics thus obtained create the illusion that the light itself is going off and on to produce its identification characteristics. In some instances electric bulbs do flash

ALL HANDS

off and on, but they are the exceptions rather than the rule. In the old days, clockworks, operated by weighted ropes that ran the whole length of the interior of the tower, were used to revolve the lens and to drive the timing mechanism. These devices are still maintained in a standby condition in the event there is a breakdown of electric current.

Lights are also identified by their use of red or green panels. In addition to serving as identifying characteristics, these colored panels are used to throw shafts of light over specific sectors within range of the light. For example, if shoals or reefs lie in the northeast sector of a light, they can be spotted through the use of red colored glass in the northeast panels of the light. In this manner also, with glass sectors, channel turns may be marked red or green.

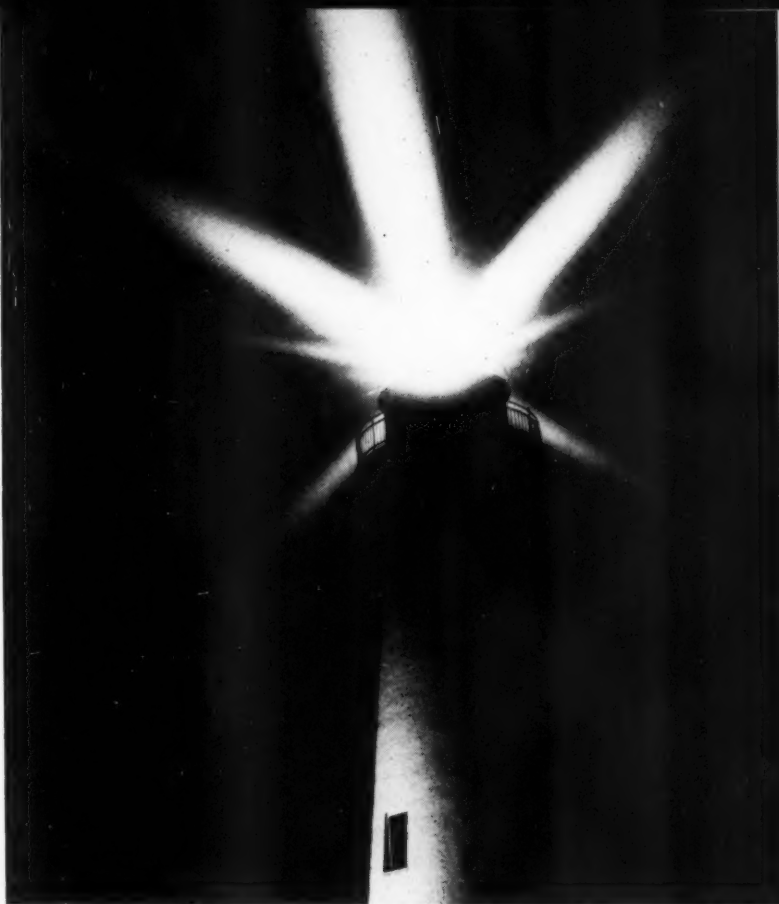
Unhappily, the effective range of a color beam is comparatively short. Red or green colored shades reduce the candlepower of a white light by approximately 80 per cent.

In the daytime, lighthouses use other means of identification. Most important, of course, is the matter of location and style of construction. Lighthouses have one of four general types of construction: a cylindrical masonry structure; a cyclindrical tower rising from a square house; a cylindrical caisson structure; and a spider-like skeleton, iron structure.

Light towers have additional means of identification, such as the number of balconies near the top of the light; the tower's cylindrical, hexagonal, or octagonal design; the pattern of painting, from pure white to red, to black, or striped, or banded, or rectangular combinations.

Nothing that has to do with the appearance of a light tower happens by chance. It's all a matter of carefully planned design for the purposes of easy identification. Lights that flank channels, for example, indicate the side of the channel they mark by being painted red if they stand on the right side, or black if they are on the left side of "good" water.

Identification of a fog signal is made in much the same manner as with lights. Each fog signal station is assigned a signal consisting of a definite number of blasts recurring at stated intervals. A definite time is required for each signal to perform a complete cycle of changes. The various types of fog signals also differ in tone, and this too, helps in



NIGHT LIGHT—Amelia Island light located at the mouth of St. Mary's River, Fla., glows like a guiding star 107 feet above water. Tower was built in 1839.

the recognition of various stations.

Where conditions make it impossible, or impracticable to build a permanent structure, lightships, which might be considered as floating lighthouses, are used. They mark the approaches or entrances to many of the principal harbors for both transoceanic and coastwise traffic.

The lights, fog signals and radio-beacon signals on lightships are given various characteristics for purposes of identification, just as in the case of lighthouses. Like the lighthouses, lightships are described briefly on the charts and in detail in the Light Lists.

U. S. lightships are self-propelled ships, able to proceed to and from their stations under their own power. If forced to slip their moorings and get underway in heavy weather, they can ride out the storm and work their way back to their stations under their own steam.

It is a written as well as an unwritten law that no lightship may

give up its station so long as it can remain afloat and under control until a relief vessel has taken its place.

At times, this takes a bit of doing. Here's a description of one storm experienced by the lightship *Swiftsure Bank* off the coast of Washington:

"When the watch went on at 8 p.m., the glass was 29.04 inches. The wind began a steady whistle through the shrouds and ratlines. It was blowing close to 60 miles an hour. Seas 30 feet high plunged into and over the bow.

"By midnight, the barometric pressure was 28.80 inches. The wind came shrieking and snarling up out of the south, at times more than 100 miles an hour.

"The noise of the wind and the sea at such a time beggars description. The water writhed and steamed like a bowl of boiling milk. The air was so full of tiny particles of water from the waves that we could barely see the bow of our ship.



"The foghorn was blowing, but one could scarcely hear it. Screaming fiends seemed to be racing along the outer deck. To add to the confusion, objects broken loose by the wild corkscrew wallowings of the vessel set up an unearthly clatter as they raced about in the alleys and on the decks below.

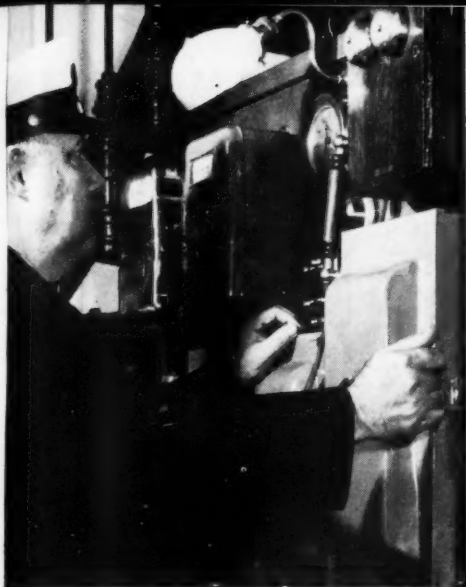
"Soon the waves broke over the pilot house. The water would force itself into the ship through every fissure, no matter how small, even squirting in through the keyholes of the outer cabin doors in the pilot house. It was impossible to sleep.

"The storm receded as rapidly as it came up. By 1 a.m., things began to taper off. By dawn it was almost calm."

Storms, of course, form a large part of lighthouse lore. Most of it is concerned with the strength and power of the sea. On the Atlantic Coast, for example, the present 97-foot tower on Minot's Ledge is often completely enveloped by masses of water from breaking surf and an earlier light on this ledge was swept away more than 100 years ago. Then, too, there is the story told by the keeper of Trinidad Head Light on the coast of Oregon. As he watched the storm from his lantern 196 feet above high water, he could see the near-by Pilot Rock light

LIGHTS OUT—Crew of Stannard Rock light wait for pick up by Coast Guard boat as ice forces abandonment during winter. Lower Left: Last man descends icy ladder. Right: Boat heads for Coast Guard Cutter almost hidden by swell.





LAMP LIGHTER—Keeper of Alcatraz light turns on the juice. *Right:* Assistant relaxes with family while living at light.

196 feet above high water, he could see the near-by Pilot Rock light engulfed again and again by waves that swept over it. Then a wave, larger than the rest, struck the cliffs at the base of the light. It seemed to rise in a solid wall of water to the level of the lantern and hurled its spray completely over the tower. The shock of the blow stopped the revolving of the light.

Since colonial days when the first lighthouse was erected as a land-fall for Boston in 1716, a robust tradition of storms, loneliness and rescues at sea has centered about the men and women who helped keep the lights burning.

There are many famous lighthouses, but perhaps one of the best known is the one at Navesink, N. J. At one time, it was known as the "brightest light in the world."

For many years, Navesink was an experimental station for the latest ideas in lighthouses. It was here in 1841 that the first Fresnel lens was installed in a U. S. lighthouse.

Even with the conventional oil lamps of that day, the Fresnel lens gave out a remarkable light, but in 1898 the whole world heard about the Navesink light when an electric arc lamp with an incredible 25,000,000 candlepower was installed.

The new light was, of course, welcomed by men at sea—with several skippers reporting that they had seen the gleam in the sky from a distance of 70 nautical miles. However, residents of the town of Nave-

sink took a dim view of "the world's most powerful light." The first night the light was turned on, more than one inhabitant was startled from his bed or ran from his home in terror. Even after they became more accustomed to it, the powerful beam penetrated their homes and disturbed their privacy and sleep.

It wasn't easy to get used to, so finally the government blackened the glass on the side of Navesink which faced the land and eventually the arc light was withdrawn as "unnecessarily bright" and replaced with an incandescent light with a mere 9,000,000 candlepower.

With the passing of the years, the

illumination was again cut down until today it is a mere 5,000 candlepower. Navesink's days of glory came to an ignominious end in 1949 when the keeper was replaced with an automatic light. The former "brightest light in the world" still burns nightly but the people of Navesink no longer care if the windows are blackened or not.

No matter whether Navesink's candlepower is 25,000,000 or 5,000, whether it is maintained by a keeper or is automatic, this light and its companions flash their friendly characteristic signal as a reassuring signpost for navigators from all over the world who travel the sea.

'FLOATING LIGHTHOUSES' guide the way where permanent structures are impractical. Here, a light ship off Cape Henlopen, Del., rides rough Atlantic.

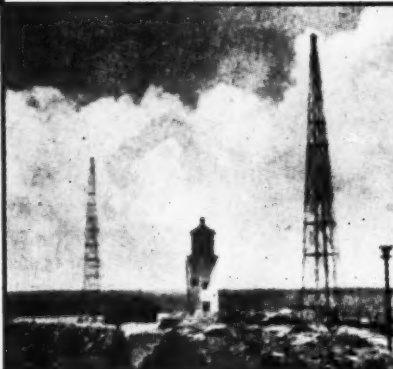




Scotch Cap Lighthouse, Unimak Island, Alaska, is conceded to be one of the most isolated light stations in the service. The station was so difficult of access that it was impracticable to arrange for leave of absence in the ordinary way. Each keeper got one full year off in each four of service. During an earthquake and tidal wave in 1946, Scotch Cap Lighthouse slid into the sea and all hands were lost. A new structure was completed in early 1950.



Kilauea Point Lighthouse is located on the northernmost point of Kauai Island in the Hawaiian Islands. This important landfall light for ships bound from the Orient was built in 1913. The moving parts of the lens weigh 4 tons, and this mass turns on a mercury float, making a revolution every 20 seconds and giving a double flash of 1,100,000 candlepower every 10 seconds. Light was first landfall on first Navy flight to Hawaii in 1927.



Timbalier Lighthouse, Timbalier Bay, La., was constructed between 1854 and 1857 from an appropriation by Congress of \$15,000. By February 1867 the tower was in danger of falling and workmen were sent to take down the lens. During 1867 hurricane, the dwelling, tower, and area around station were covered with 3 to 4 feet of water. The keepers barely escaped and lived for some days in an iron can buoy. Present structure built in 1917.



Portland Head Lighthouse was started by George Washington, who engaged two masons from Portland, Maine, in 1787. While instructing them to build a lighthouse on Portland Head, Washington reminded them that the Government was poor and that the materials used should be taken from the fields and shores. The old tower still stands as one of four colonial lighthouses that have never been rebuilt. The tower was completed in 1790 and lighted 10 Jan 1791.



St. Johns' Light Station, Mayport, Fla., is one of the newest aids to navigation; it began operation in 1954. The station is of a modern architectural design which includes two matching concrete block quarters buildings for the four crew members and their families. The lighthouse is equipped with a revolving airways-type light beacon, an emergency engine generator, radiobeacon transmitting equipment, and control apparatus for the fog signal.



Cape Hatteras Lighthouse, in North Carolina, marks a very dangerous shoal which extends from the cape for a distance of 10 nautical miles. The original tower, completed in 1798, was built of sandstone. A new tower, erected in 1870, was the highest brick lighthouse in the world. It is 193 feet above the ground. A new light consists of a 36-inch aviation type rotating beacon of 250,000 candlepower, visible 20 miles at sea.



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St. George Reef Lighthouse is located 6 miles off Point St. George, near Crescent City, Calif. Because it was built on a rock only 300 feet wide, extreme difficulties were encountered in construction, and 10 years' work was required to complete the job. The total cost was \$702,000, making it one of the most costly lighthouses ever constructed. The base of the tower is a solid block of concrete and granite. The light was first displayed in 1892.



Cape Florida Lighthouse, which was completed in 1825, was attacked and burned by Seminole Indians in July 1836. The keeper and his assistant sought refuge in the top of the lighthouse tower where they were nearly roasted alive when their pursuers set fire to the structure. The keeper alone survived and was rescued later. Although still a daytime landmark, Cape Florida Light was discontinued in 1878 when Fowey Rock Light was established to the south.

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Boon Island Lighthouse, one of the most isolated and dangerous stations off the Maine coast, was first authorized for construction during the War of 1812 by President James Madison. Because of storms, the lightkeepers were once marooned on the island for several weeks and almost starved, but were saved at last by the crew of a passing ship. The sailors set some food afloat in a mackerel barrel which fortunately drifted into a cove on the island.



Boston Lighthouse, the first lighthouse established in America, is on Little Brewster Island in Boston Harbor and was lit 14 Sep 1716. A tonnage tax of 1 penny per ton on all vessels, except coasters, moving in or out of Boston Harbor, paid for maintaining the light. In 1811 the keeper and his wife witnessed the battle between *Chesapeake* and *Shannon*, when wounded Captain Lawrence muttered the famous words "Don't give up the ship."



Spectacle Reef Lighthouse, Lake Huron, cost \$406,000 and is one of the best specimens of monolithic stone masonry in the United States. The lighthouse stands on a submerged limestone reef off the eastern end of the Straits of Mackinaw. Building began in May 1870. It was planned by Major O. M. Poe, who was General Sherman's chief engineer on his march to the sea. The light was first exhibited from the structure in June 1874.

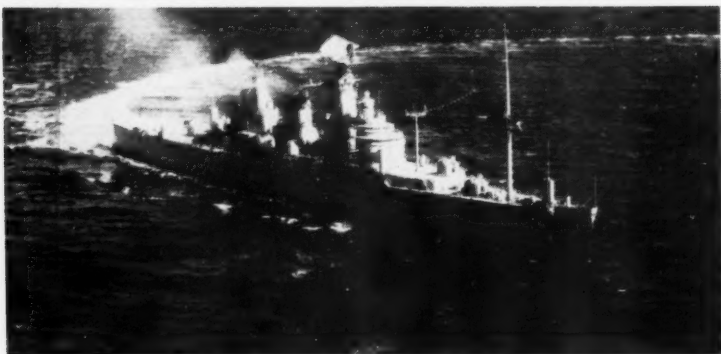
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Tillamook Rock Lighthouse, 1 mile off the coast of Oregon, has received many batterings by violent storms. Although the lantern is 133 feet above the level of the sea, the protective glass has on more than one occasion been shattered by stones hurled by giant waves. During the building of the station, a lighthouse engineer lost his life in an attempted landing on the rock. Men and equipment are brought aboard the rock by means of a cargo boom.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



ONE OF A KIND—Tactical Command Ship USS Northampton (CLC 1) makes a turn in Guantanamo Bay. She is a fast moving operations-communications HQ.

Double-Docked Carriers

Trying to get two carriers into one dry dock is like trying to get the contents of a full seabag into one small locker—you just can't do it without mighty careful planning. And careful planning was a necessity when the Philadelphia Naval Shipyard received orders to put both the 623-foot *uss Monterey* (CVL 26) and the 557-foot *Kula Gulf* (CVE 108) in a dry dock which measured only 1090 feet in length. In addition, the designated dry dock—Philadelphia's No. 5—is only 150 feet wide, while the carriers have a total extreme width of 214 feet.

Still, the yard's planners had a pretty good precedent to follow, according to LT Edward J. Otth, Jr., USN, who is docking officer at Philadelphia. Back in 1946 the battlewagons *uss Tennessee* (BB 43) and *California* (BB 44) wound up double-docked on diagonal centerlines in the same No. 5 dry dock,

and "the feat created a lively interest in the trade and was given wide publicity."

But two carriers, because of overhang, in addition to minimum clearance between the two ships and between the ships and the dock edge, presented a somewhat more difficult problem. The size of the pair made it necessary to dock them at an angle to the dock's centerline and to overlap their positions.

Yard experts decided satisfactory positions for the ships by making a scale layout of the dry dock and cardboard cutouts of the two ships, then juggling the cutouts until maximum clearances were obtained between the ships and the ends and sides of the docks. Thus it was determined that the overlap had to occur at the bows, so docking blocks were laid to hold *Monterey* at the north end of the dock with her bow pointing south; *Kula Gulf's* blocks were laid at the south end with the bow pointing north.

"Actually moving the carriers into

the dock presented yet another problem," LT Otth said. "Clearances involved in positioning the vessels were boiled down to five feet or less and in some spots catwalks overhung the dock sides, while cranes had to be pressed into service as capstans.

"Even with *Monterey* held hard over to dockside at bow and stern, the space remaining for handling *Kula Gulf* was barely adequate. To bring her safely into the dock, the riggers decided to warp the ship diagonally up the dock after she was halfway across the sill."

Today the two carriers stand at ease in 20 feet of water (to preserve anti-fouling paint on their bottoms and keep the oak blocking from developing dry rot), snug but comfortable examples of what can be accomplished by careful preparation and attention to detail.

Sixteenth Century Battleship

A model of the world's first iron-clad, forerunner of the modern battleship, has been presented to the Naval Academy from the people of the Republic of Korea.

It's the "Turtle Ship," a replica of the iron-covered, copper-sheathed Korean dreadnaught designed by the father of the Korean Navy, Admiral Yi Soon-Sin, in 1592.

The fleet of "Turtle Ships" was built during the reign of the Great King Sonjo (1588-1609). The fleet was responsible for the defeat of the invasion armada of the Regent of Japan, Toyotomi Hideyoshi, in repeated attacks from 1592 through 1598.

The original ship was designed to resist all methods of attack known at that time. The bottom plate or keel was copper-sheathed, 64 feet in length, 11 feet wide at the bow, 14 feet amidships and 10 feet at the stern. To this bottom plate, seven-foot copper sides were added. The hull was then covered with an iron plate in the shape of a turtle shell to make the craft impervious to shells, arrows and fire.

To increase further the turtle-like appearance, a huge carved head and

YESTERDAY'S NAVY



On 1 Jul 1946 VX-3 was put in commission at Floyd Bennett Field, N. Y., to test and evaluate the helicopter for naval use. On 7 Jul 1846 LT Rever of USS *Portsmouth* hauled down the "Bear Flag" of the insurgent California Republic at Sonoma, Calif., and raised the American flag in its place. On 19 Jul 1918 USS *San Diego* (formerly USS *California*) was sunk by a German submarine mine off Fire Island, N. Y. On 22 Jul 1824 a landing party under LT David Farragut destroyed a pirate stronghold in Cuba. On 30 Jul 1942 the Waves were first established as the Women's Reserve.

neck of a turtle were added to the bow of each warship.

The ship was divided into 24 compartments. Nineteen were used for berthing and the remaining five were set aside as storerooms. The craft was propelled by 20 oars, 10 to a side. Over-all armament of the ship was 52 guns. Ports were constructed through which archers could shoot fire arrows into enemy ships.

During the seven naval battles that took place between 1592 and 1598 the Korean Navy sank over 375 Japanese ships and captured over 50. During the last battle in November 1598, Admiral Yi was killed in action on board the flagship of the "Turtle Fleet."

Greenfish Has Twins

Seeing is believing, but this isn't necessarily the case with the Welty twins serving in the Pearl Harbor-based submarine *uss Greenfish* (SS 351). The identical twins, both fireman apprentices, have been confusing their shipmates for sometime.

The brothers, James N. and Thomas A. Welty, served for two years with Reserve units in Seattle, Wash., and San Francisco, Calif., before coming to active duty in February of this year.

While on duty with the San Francisco Reserve unit, the twins became qualified submariners on board *uss Redfish* (SS 395) and were awarded their dolphins in January of this year. The Welty twins are believed to be one of the few sets of twins serving with the SubPac.

Marine Uniform Changes

Traditional "dress blues" made of a gabardine material, stretch-type socks and a lightweight plastic raincoat, are in store for Marine Corps enlisted men.

Present plans call for a wear-test this summer of the uniform and, if the required conditions are met, it is expected to go into production in fiscal year 1958.

The new uniform is expected to give Marines a neater appearance, more comfort, and a dress uniform made of one material which may be worn year-round.

The new stretch-type sock fits any size foot, launders quickly and provides additional comfort.

A new raincoat made of nylon (vinyl-coated) or vinyl plastic material will replace the nylon-rayon coat at present in use.

A Ham What Am—That's Chief Yetter

"Hello CQ. Hello CQ. This is Kilo Alfa 2 November Alfa."

This call, familiar to amateur radio operators from the four corners of the world, signifies that Albert "Pappy" Yetter, ALC, usn, is on the air looking for "rag chewers."

Pappy operates amateur radio station KA2NA and MARS (Military Affiliates Radio System) station AD1BO at NAS, Atsugi, Japan, under authority of the area commander.

The 55-year-old chief has been a radio ham ever since he joined the Navy 26 years ago. He has his own station back home in Philadelphia, Pa., and has been active in amateur radio wherever the Navy has assigned him. He says, "I've never operated as good a station as KA2NA."

Atsugi's station operates on 1000 watts, the maximum power allowed by the Federal Communications Commission, and can transmit anywhere in the world. The walls of Chief Yetter's radio shack are plastered with "QSL" cards from Sweden, Ecuador, Taiwan, Ethiopia, India, South Africa and every one of the 48 United States. The cards are exchanged among hams to show their radio contacts.

When asked about Iron Curtain hams, Pappy replied, "I worked a Russian station once, but he wouldn't talk. He just gave a signal report, then signed off. It's a funny thing, but even when talking among themselves, they never give locations."

Informality is a typical ham characteristic. Pappy talks to "Joe" in Chicago and "Fred" in London. Last names are easily forgotten. "I doubt if any stateside hams know who Chief Yetter is, but I'm sure a lot of them know Pappy at Atsugi," he added.

The Atsugi radio shack is especially popular at Christmas-time, when the MARS station is almost snowed under with greetings. The rest of the year messages proclaiming births, deaths and sickness all find their way to Atsugi's receiver. Pappy often tape-records these to double check for possible errors.

Like other operators, Yetter is well aware of the important role hams have often played in past dis-



'PAPPY AT ATSUGI' is the ham handle the Chief is known by. Here he talks with friends in Chicago.

asters and the part they will probably take in future civil defense. As Pappy says, "Like any hobby, being a ham is fun or we wouldn't be doing it. But knowing there is always a possibility, at any time of the day or night, that we may be of service to a person, a family or even a nation, keeps us on our toes. We never stop trying to improve our equipment and reach hams we haven't talked to before."

—Charles Speirs, JO3, usnr



HOMETOWN CARD—Chief Yetter adds a QSL from Philadelphia to his world-wide collection.

Violin Virtuosos Fiddle While Ships Roam

Music has always been popular with Navymen, and this interest shows itself in various ways, from jazz to opera (see page 37). Fleet Air Squadron Nine, down at NAS Jacksonville, for example, has a young concert violinist with a lengthy musical career although he's barely 22 years old.

Fasron Nine's violinist is Airman Leonard B. Plummer, Jr. He began playing the violin at the tender age of four, and can now lay claim to 18 years of experience. The musical airman is also an "old hand" at the piano (13 years) and organ (six years); he plays the clarinet, too.

Naturally, all this study and experience has led to something of a public record for Plummer. Since he joined the Navy, he has performed regularly with the Jacksonville Symphony orchestra (whose conductor regards him as "a vital member of the second violin section, aiding much in the orchestra's success").

The young musician has also appeared for three seasons with the El Paso, Tex., Junior Symphony; with the Austin, Tex., High School orchestra and with the University of Texas Symphony. Teamed with his 19-year-old sister, who's been playing the violin for 15 years, Plummer has played both "pop" and classical music for a wide variety of civic organizations.

Another fiddler now rounding out 20 years in the Navy, is Chief



FIDDLING CHIEF Hospital Corpsman C. M. Buterbaugh, USN, plays for Third Marines at Camp Fuji, Japan.

Hospital Corpsman Carl M. Buterbaugh, USN. Before entering the sea service in 1936 he played with the Kansas City Symphony orchestra, and since then has won musical contests while representing the San Diego Naval Base.

He notched top honors in an amateur contest for three weeks in a row, and, while serving with the Third Marine Regiment at Camp Fuji, Japan, put in many of his off-duty hours entertaining Leathernecks at the camp's NCO club with violin playing.

Chief Buterbaugh is now in his fourth decade as a violinist.



AIRMAN VIOLINMAN, L. B. Plummer, AN, USN, tends to clerical duties at FASRON 9. Right: Same sailor as he appears with Jacksonville symphony.



NAS Atsugi Has Underground

A good time to prepare for a disaster is before it happens. With an eye to the possible future, Naval Air Station, Atsugi, Japan, is putting to good use the fabulous network of caves which lay underground. These caves were constructed by the Japanese armed forces during World War II and are estimated to total some 25 miles in length.

During World War II Atsugi, as a Japanese naval air command, housed the First and Second Sagami Naval Air Forces.

Construction of the subterranean system was started in September 1944 and completed April 1945, during the height of the American air raids. These shelters were built to prevent loss of life and enable naval aviation training to continue. Quarters, classrooms, practice halls, kitchens, and warehouses were moved underground. Many above-ground buildings were dismantled and used to equip the tunnels.

All work was done by Japanese enlisted men. They worked in three shifts using pick axes and shovels to dig the clay tunnels, and straw baskets to carry out the earth. The Atsugi shelters became nationally famous in Japan and were used as models for other construction.

After World War II many exaggerated stories sprang up about the caves. It was said that the caves ran all the way to Yokohama, 17 miles distant. These tales were fostered by the civilian populace who explored the abandoned caves with candles and, comparing their length with the small shelters they themselves had dug, exaggerated their size.

The long-neglected caves fell into a state of complete disrepair, with rotting wood and debris-filled passageways. Caves chosen by the U.S. Navy at Atsugi to be rehabilitated as shelters have been cleaned out and equipped with lighting and gravel floors. L-shaped concrete entranceways with gas-tight steel doors are being built to protect the mouths of the caves.

One cave will house the hospital in the event of an emergency. It contains an operating room, isolation room and wards. The old Japanese command center has been repaired and made ready for use. From here base operations would be run.

"Moisture is our biggest problem," says the officer in charge of the new

construction. "The wood used by the Japanese had rotted so badly you could pull out handfuls of it. Some of the caves had to be abandoned when they sank below the water level."

"Once the program is completed," he added, "we feel the caves will be able to withstand any conventional attack and fare well through a possible atomic explosion. A severe typhoon could theoretically level the whole base but all personnel in the caves would be safe."

Reenlistment Derby

Navy men are getting smarter all the time.

The Training Center at Bainbridge, Md., reports that 41 out of 46—or 89 per cent—of its eligible ship's company discharges reenlisted during January 1956, as compared to 12 out of 17, or 71 per cent, for the previous January. This February, Bainbridge did even better—45 out of 47 eligibles shipped over for a reenlistment rate of 96 per cent, while last February the figures were only 43 out of 66, or 65 per cent.

On board *uss Windlass* (ARSD 4), 81 per cent, or nine out of 11 of those eligible to ship over, did so during the first three months of 1956. "Good ship, good food, and good liberty" were the main reasons they gave.

But the clincher, to prove that brains and reenlistments go together, is the case of Guided Missile Unit No. 25 at China Lake, Calif. Since that outfit entered the "reenlistment derby" 11 out of 11, or 100 per cent of those eligible have shipped over.

The average GCT of the unit's personnel is a fabulous 62.00!

Man-Made Moon

Project Vanguard, the name assigned by the Department of Defense to its part of the International Geophysical Year's earth satellite program, has reached the point where contracts have been signed for design and manufacture of the launching vehicles which will attempt to place the world's first man-made earth satellites in their far off orbits.

Vanguard is one of the major programs of the 1957-58 scientific year which have been assigned to Navy jurisdiction. Although IGY participation is on an inter-service basis, the Naval Research Lab has the responsibility for implementing the

Singing Sailor Makes Operatic Debut

When George W. Blankley, Jr., ET2, USN, was a member of his church choir in Westmont, N. J., he had no aspirations to become a professional singer. Instead he dreamed of the day he'd be an electrical engineer. He liked to sing; but then, who doesn't? In college he majored in electrical engineering and also was a member of the chorus.

When he enlisted in the Navy, it was logical that he be sent to electronics technician's school. After his training, he was ordered to duty at NATO Southern Europe headquarters in Naples, Italy. Singing by this time had become his hobby, so he spent his off-duty hours taking singing lessons. He met Enzo Aita, formerly a leading tenor with the Philadelphia opera company, who gave him an audition.

After a year and a half of night study under the tutelage of Aita, he was recommended to the Neapolitan Orchestra Opera which needed a basso to play the role of Sparafucile, in Verdi's "Rigoletto." In an audition he won the part.



BY NIGHT—PO Blankley becomes the opera singer Guglielmo Bianchi performing on stages of Naples.

technical program under the management of the chief of Naval Research, including production of the three-stage rocket vehicle for the earth satellites, and launching and tracking the orbits of the man-made "moons."

Contracts already let include one for the design and manufacture of a "three-axis gyro-reference system" which will indicate the vehicle's position at any moment in regard to



BY DAY—G. W. Blankley, ET2, USN, keeps teletype humming at NATO So. Europe Headquarters at Naples.

George made his debut on the stage of the Risorgimento Theatre in Naples. When the Navy electronics technician finished singing his duet with Rigoletto, the Italian audience began crying "bis, bis" which is the Italian equivalent of "more, more." At the end of the performance, Blankley was given five curtain calls—unheard of in Naples for an unknown opera singer.

But if you were to ask any Italian opera lover if he thought Navyman George Blankley was a "comer" in the world of opera singers, you'd probably draw a blank. Namely because George Blankley has the operatic name of Guglielmo Bianchi.

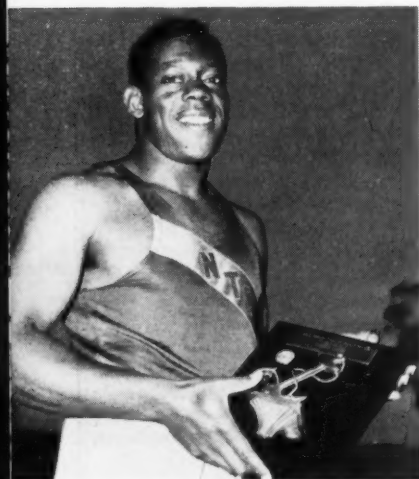
Since his initial performance, Blankley Bianchi has appeared in an opera concert for the benefit of the deaf-mutes of Naples. Last fall he appeared in the opera "Il Trovatore." He also has been soloist for the U. S. Navy band in its many benefit performances for the populous throughout southern Italy.

roll, pitch and yaw. There is another contract for design and manufacture of the magnetic amplifier auto-pilot which will control flight of the Vanguard vehicle from its launching point to an altitude of some 300 miles above the earth.

Two more contracts have been let for design and development of the third stage rocket which will take over and lift the satellite into its final orbital position.



ALL-NAVY 100-meter dash was won by Fred Lucas, SN. Right: LTJG Jack Davis set a new high-hurdle record.



TWO TITLE HOLDERS, LTJG Al Thompson won trophies in discus throw and shot-put. Below: Al Moore, SN, was first in both 200- and 400-meter dashes.



They're Off and Running

NAVY THIN-CLADS set four new records in the 1956 All-Navy Track and Field championships held in San Diego's Balboa Stadium. This year's running of the All-Navy T&F was actually a spectacular intrasquad meet for the NTC San Diego team since almost all the top track athletes from the Fleet have gathered there for the Olympic year track season.

The only man to win an All-Navy title who wasn't on the NTC squad was LTJG Tom Hessinger, USN, from Fleet Air, Far East. Hessinger won the hop, step and jump event with a distance of 43 feet, 6 inches.

Leading the record-smashing way in the All-Navy was LTJG Jack Davis, USNR, who set a new record in the 110-meter high hurdles with a time of 13.7 seconds. Davis, the world's leading high hurdler, has broken records at five stadiums this season.

Davis' time in the All-Navy equaled the winning time in the 1952 Olympics by USA's Harrison Dillard. The former USC speedster also won the 400-meter All-Navy low-hurdles title with a time of 53.9 seconds.

Another All-Navy record set this year was by Joe Leach, AN, USN. He automatically set his new mark in the 3000-meter steeplechase with the time of 9:53.7, since it was the first running of this event in All-Navy competition.

Ensign Paul Murphy, USNR, former Holy Cross runner, set a new All-Navy and Balboa Stadium mark as he posted a 3:50.8 time in the 1500-meter run.

Ensign Bob Kimball, USNR, was the fourth record breaker, shattering the All-Navy record in the javelin throw as he tossed the spear 226' 6". The old record of 210' 7" was set in 1953 by Lynn Green of NTC San Diego.

Winner of two All-Navy titles this year was Al Moore, SN, USN, of NTC San Diego. Moore won both the 200- and 400-meter runs. His times were 21.7 seconds for the 200-meter and 48.1 seconds in the 400-meter.

Another double All-Navy champion was LTJG Al Thompson, USNR, NTC's Information and Education



STEEPLECHASE WINNER J. Leach, SN. Right: D. Foerster, SN, 800-meter champ, and ENS P. Murphy (rt.) 1500-meter winner.

in Navy Track and Field

Officer. Thompson placed first in both the discus and shot put. The husky Columbia University weightman twirled the discus 165 feet and flipped the 16-pound shot 50' 10".

Joe Tyler, SN, USN, the little man with lots of endurance, started out to win the All-Navy 3000-meter run but instead earned the title of All-Navy 2600-meter champion. Track officials became confused about the number of laps run and brought the race to a close one lap short of the prescribed distance.

The Los Angeles-born runner ran the 2600 meters in 7:25.3.

Mark Smith, AT3, USN, came close to setting a new All-Navy record in the high-jump event. But the old record of 6' 6 $\frac{1}{2}$ " by Ken Weisner in 1953 stood up as Smith failed to clear the bar after he'd jumped 6' 6".

The Navy relay team of Leon Gilmore, SA, USN, Ensign Paul Murphy, USNR, Al Moore, SN, USN, and Dick Foerster, SN, USN, won the "open division" 1600-meter relay with the time of 3:16.

This year's All-Navy Track and Field Meet was held in conjunction with the Southwest Border AAU Championships. Here's the summary of events in this year's All-Navy:

100-meter dash—Fred Lucas, SN, USN; Ed Walter, SA, USN; Fred Miller, MU3, USN. Time: 10.6 secs.

200-meter dash—Al Moore, SN, USN; Lucas; Walter. Time: 21.7 secs.

400-meter dash—Moore; Leon Gil-

more, SA, USN; Dick Forester. Time: 48.1.

800-meter run—Forester; Joe Leach, AN, USN; Louis Madrid, SA, USN. Time: 1:53.7.

1500-meter run—Ensign Paul Murphy; USNR; Joe Tyler, SN, USN; Madrid. Time: 3:50.8 (New record).

110-meter high hurdles—LTJG Jack David, USNR; Leon Daniels, SA, USN; Milton Campbell, SA, USN. Time: 13.7 (New record).

400-meter low hurdles—Davis; Leach; Robert Vucurvich, SA, USN. Time: 53.9.

3000-meter steeplechase—Leach; LTJG Sam Waltmire, USN; Ray Manion, YN2, USN. Time: 9:53.7 (New record).

Broad Jump—Jerry Lee, SA, USN; Phil Presber, SA, USN; Gilmore. Distance: 23 ft., $\frac{1}{2}$ in.

Hop, step, and jump—LTJG Tom Hessinger; Presber; Lee. Distance: 43 ft., 7 in.

High jump—Mark Smith, AT3, USN; Tom Whetsteine, PN3, USN; LTJG Barney Dyer, USNR. Height: 6 ft., 6 in.

Shot put—LTJG Al Thompson; Sargent Nichols, SR, USN; Campbell. Distance: 50 ft., 10 $\frac{1}{2}$ in.

Discus—Thompson; Ensign Bob Kimball, USNR; Campbell. Distance: 165 ft.

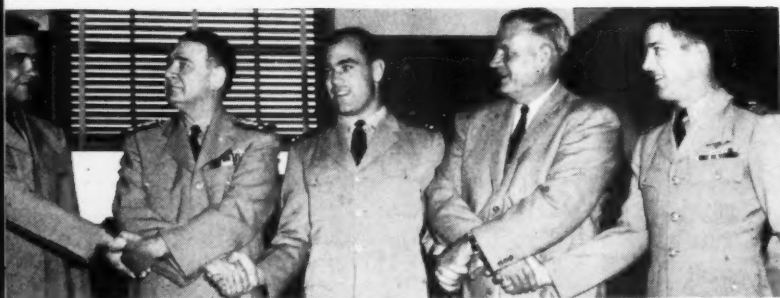
Javelin—Kimball; Herb Montoya, SA, USN; Ensign Doug Carlson, USNR. Distance: 226 ft., 6 in. (New record).

Pole Vault—Eddie Lee, SR, USN; Don Lewis, SR, USN; Campbell. Height 13 ft.

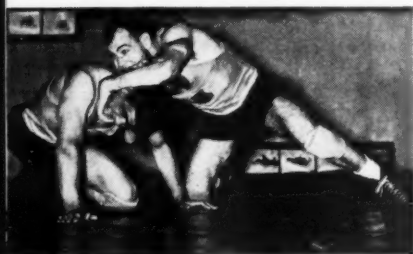


ALL-NAVY SPEARMAN, ENS Bob Kimball tossed new javelin record. Below: Joe Tyler, SN, won 2600-meter run.

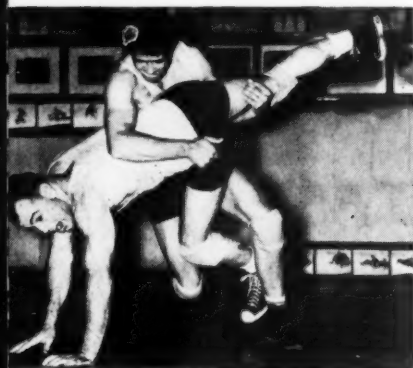




MAT MEN receive congratulations. (l. to rt.) ENS Pete Blair; VADM Holloway; LTJG Brad Glass; Academy Coach Ray Swartz; and LCDR Josiah Henson.



WINNING FORM—Olympic trial winner Blair starts out on bottom as Glass makes quarter-nelson attack.



BLAIR USES a leg lift and step through. Below: They're not really under water; turn upside down for correct view of scissors and arm attack.



Olympic Wrestlers

Ensign Pete Blair, usn, of uss *Shields* (DD 596), is a notch closer to the one title that he really wants—Olympic Wrestling Champion. Pete won the 191-pound free-style title in the American Olympic wrestling trials and has been selected as a member of this country's mat squad.

The husky 6-footer went through the four-day Olympic Trials undefeated to extend his victory streak to 48. Blair has not lost a match since March 1953. As a matter of fact, he has lost only five matches, as compared to 68 victories, since he began wrestling. He lost three bouts in 1952 in his plebe year at the Naval Academy and lost the other two in 1953.

Blair, the son of Rear Admiral Leon "Chief" Blair, usn, (Ret.), enlisted in the Navy in 1950 and was attending Fire Control School when he was selected for the Naval Academy Prep School. He was appointed to the Naval Academy in 1951 and graduated four years later.

"I had never wrestled before," explained Blair. "Actually, my size held me back from most sports in high school. When I enlisted in the Navy, I was 5 foot 6 inches tall. Then, to everyone's surprise, I grew six inches during my recruit training.

"Most people raise their eyebrows when I tell them that," added Blair, "but the records are there."

He won a spot as a 177-pounder on the varsity wrestling team in his plebe year. It was his plebe year as far as competitive wrestling was concerned, too, yet he managed to win third place in the Eastern Intercollegiate Wrestling tournament. Since then, Blair has won:

Second place, 177-pound class, 1953 EIW Tournament.

Weems Wrestling Trophy 1953—Outstanding wrestler on USNA team.

1954 Heavyweight championship EIW Tournament.

1954 NCAA 191-pound championship.

1954 Winner of Weems Wrestling Trophy.

1955 Heavyweight championship EIW Tournament.

1955 NCAA 191-pound championship.

The John A. Fletcher Trophy 1955, Outstanding Wrestler in EIW Tournament.

Co-winner of Thompson Award, Outstanding Athlete in USNA graduating class.

1956 National AAU 191-pound champion.

All-Navy 191-pound champion 1956.

"Blair is certainly one of the best wrestlers I've ever coached," claims Naval Academy wrestling mentor Ray Swartz. "He's a true champion, capable of turning his nervous system off or on almost at will," explains Swartz. "Before a match, Pete will fool most people with his apparent disinterest. But when the match begins, he's as crafty and dangerous as a stalking tiger.

"He's a terrific competitor," adds the Naval Academy coach. "Just when Pete's opponent thinks he's got him beat—that's when Pete is at his best. We've been teaching Blair the Olympic style of wrestling since 1953. He's in top form and has an excellent chance to go all the way."

In addition to Blair, three other members of the Navy wrestling team were selected as alternates to the free-style wrestling team. Hallow Wilson, SH2, usn, of NAS San Diego, Lieutenant Commander Josiah Henson,

DOWN BOY—Navyman in the Far East hits deck as shipmate executes a hip throw while practicing Judo.



ALL HANDS

USN, of NAS Corpus Christi and LTJG Brad Glass, USNR, were selected. Henson and Glass reached the semi-finals and Wilson was runner-up in the heavyweight division, losing out to 312-pound Bill Kerslake in the finals.

Two of the other winners in the Olympic Trials are former sailors. Dick Delgado, 114.5-pound free-style champion formerly wrestled for NTC San Diego and Dan Hodges, 174-pound Greco-Roman champion performed for NTC Great Lakes, Ill.

Gitmo Gunners

A hotshot pistol team from NAS Guantanamo Bay, Cuba, swept three of the four matches at the Fiesta of Five Flags Championship matches at Pensacola, Fla. The Gitmo gunners won the .45-caliber match with a score of 1027 out of a possible 1200. They won the Center Fire Team Match with a 1023 score and also took the Aggregate Team match with a score of 3159.

The only match that the Gitmo pistol packers failed to win was the 22-caliber match, won by the team from NAS Memphis, Tenn. Members of the winning NAS Gitmo Pistol team and their classifications are M. C. Schoonderwoerd, ADC, USN, Expert; J. B. Jocks, AO1, USN, Expert; C. E. Tryon, BMC, USN, Sharpshooter; and L. C. James, AO2, USN, Marksman.

In addition to the three winning team plaques, the NAS Guantanamo gunners won 46 individual awards.

BatCruLant Boxers

The boxing team from the battleship *uss Wisconsin* (BB 64) successfully defended its BatCruLant Boxing Championship. The matches this year were held in mid-May at the McCormick Sports Center in Norfolk.

Wisconsin boxers Stan Seigel, John Brown and Bob Hill successfully defended their BatCruLant titles while newcomers to the championship circle were Rudy Tamer and Ted Brockman.

Three members of the *Iowa's* team, flyweight Mario Torro, bantamweight John Devane and featherweight Leroy Leverett gained their championships by default because of lack of opposition. *Iowa's* other champion was Purcell Reddick.

The Badgerwagon's total score was 28 points while runner-up *uss Iowa* scored 10 points, followed by *uss Mississippi* with six and *uss New Jersey* and *uss Des Moines* with four.

SIDELINE STRATEGY

LIFE IN A SAND TRAP can be a pretty dull story to hear some golfers tell about it. But this doesn't hold true for Pershing J. Vezinat, HMC, USN, who learned to golf on an all-sand golf course in Egypt.

Vezinat, now stationed at NNMC Bethesda, Md., was on duty in the Naval Attache's office in Cairo, Egypt. The only recreation facilities available there were swimming, tennis and golf. In April 1954, Vezinat bought a second-hand set of golf clubs and began learning the game.

And learn he did. Two months after taking up the game, Vezinat scored a hole-in-one on the 220-yard 10th hole of the Maadi Sporting Club golf course. Just to prove that the first one wasn't pure luck, Vezinat scored another ace on the same hole two months later.

Vezinat then got word that the Bureau was giving Athletic Achievement Awards to men who scored a hole-in-one bowled a 300 game, pitched a perfect softball game or a no-hit, no-run baseball game. He applied for his Hole-in-One Trophy but was turned down since the date of establishment of the award was 1 Oct 1954 and all such athletic feats should be performed after that date.

This put a damper on the golfing feats of the Chief Hospital Corpsman—but not for long. On 31 Jul 1955, playing over the same Maadi Sporting Club course, Vezinat scored

his third hole-in-one, a 252-yard shot from the first tee.

"The first hole has a clump of trees right in the middle of the fairway," related Vezinat. "If you shoot to either side, you'll almost always go out of bounds. And it's next to impossible to shoot through the trees.

"So, I hit a good Number Four wood from the tee to make sure that I would clear the trees. I hit the ball pretty solid and figured that I'd at least be on the green. Much to my surprise, I holed out and score the third hole-in-one of my short golf career."

This time, Vezinat wasn't taking any chances about his not being eligible for a trophy. His score card was authenticated by the Maadi Sporting Club pro, both in English and Arabic. Vezinat was presented with his Hole-in-One Trophy last May by the Commanding Officer, National Naval Medical Center, Bethesda, Md.

Chief Vezinat described the course where he learned to play golf as "one continuous sand trap." Both the "greens" and fairways are sand, although the sand on the greens is solid, to permit putting.

Since returning to the States for duty, Vezinat has had a chance to play on an all-grass golf course. "It's been a lot tougher for me on the all-grass courses," admits the 11-handicap golfer. "For one thing, I'm having to learn how to putt all over again."

—Rudy C. Garcia, JOC, USN.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

WEATHERMEN MAY SOON be able to tag an ordinary-looking thunderstorm as a potential death-dealing tornado by using facts uncovered by the Army Signal Corps.

Accurate and specific detection, impossible with today's forecasting techniques, would give families in a danger area more time to seek safety before a twister actually strikes.

Army researchers have now broken a tornado down into its basic elements and have successfully spawned miniature twisters in a laboratory tank. In another phase of the same study, they are identifying tornadoes through lightning characteristics.

In the tornado tank, water currents take the place of winds. Water, sucked from the top through a glass tube, creates the "updraft." At the same time a slow rotating current is started underneath. As soon as these "winds" get together the tornado forms.

In another phase of the tornado research, scientists are studying the lightning from storms for characteristics that may identify them as potential twisters. Such a lightning "fingerprint" could give a twister away before it even forms.

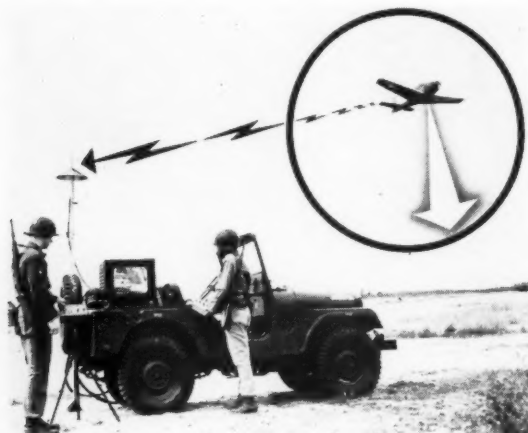
The Signal Corps research is not designed to break up or prevent twisters, but may provide the key to an early tornado alert.

★ ★ ★

AIR FORCE SCIENTISTS have begun to unlock the vast storehouse of energy in the high upper atmosphere.

An aerobee rocket equipped to release nitric oxide gas under high pressure was sent to an altitude of 60 miles above the desert sands of Holloman Air Development Center, New Mexico, and accomplished a breakthrough that has been the subject of speculation by geophysicists for the past 10 years—releasing the energy chemically stored by the sun in the upper atmosphere.

When the nitric oxide gas was automatically released, observers saw what first appeared to be the



SOLDIERS OPERATE TV robot plane that has a 40-mile range. Plane's TV gear sends back aerial views of sites.



HAVE A SMOKE? A tank of the 3rd Infantry Division escapes 'enemy' during Army training exercises.

formation of a new star, with nearly twice the brightness of the planet Venus.

The light was reported by observers more than 60 miles away from the launching site.

In less than 10 minutes the "star" had grown in size so as to appear to an observer on the ground to be about four times the diameter of the moon.

By increasing the natural amount of nitric oxide in the atmosphere by a factor of several billion, the gas released by the rocket was able to unlock the chemically stored sunlight in vast quantities. This action produced the spot of light in the upper atmosphere which spread to approximately three miles in width before the nitric oxide gas thinned out and reduced the brightness of the light.

Although the spreading of the light was visible to the naked eye for approximately 10 minutes, sensitive instruments at observing stations on the vast Holloman range were able to detect the light for a much longer period.

Nitric oxide has the property of bringing two oxygen atoms together to form an oxygen molecule and release light. The gas is not used up in the process, but is used over and over again without being exhausted. The process occurs naturally, but the innate abundance of nitric oxide gas is so small that its natural glow in the sky must be detected at night by instruments many times more sensitive than the naked eye.

Scientists have known for many years that if they could find some way for the separate oxygen atoms to combine rapidly, a light many times stronger than natural light in the atmosphere could be emitted.

The light thus produced is actually sunlight which has been stored chemically in the oxygen atoms and can now be released.

The experiments may eventually lead to means of extracting this energy for such uses as the propulsion of rocket ships high in the earth's atmosphere.

★ ★ ★

A NEW HOT WEATHER Army uniform consisting of khaki shorts, knee-length stockings and short-sleeved, open-neck shirt, will be issued this summer. Two of the abbreviated uniforms will be included in initial

clothing allowances. Area commanders will prescribe conditions under which the hot-weather uniform may be worn.

The Army also has adopted a new general wear raincoat of light nylon, coated on the inside with polyvinylbutyral. It is taupe shade, double-breasted, with belt and shoulder loops. The new raincoat will be issued after stocks of the present type are exhausted.

★ ★ ★

AN "AIRBORNE" CRANE, capable of lifting more than its own weight, has been developed by the Army's Corps of Engineers, Fort Belvoir, Va.

The unit, which weighs 14,700 pounds, is designed to lift nine tons at a 10-foot radius with outriggers. Without outriggers, it has a capacity of seven tons at the same radius. The machine is also equipped with shovel, dragline, and clamshell earth-moving attachments of half-cubic yard size. A 40-horsepower gasoline engine powers the unit.

Twenty-two feet six inches long, eight feet two inches wide and six feet nine inches high, the crane is within the critical transport limitations imposed by cargo aircraft. Construction equipment is considered airborne only if transportable as a unit and capable of operations within an hour after delivery.

★ ★ ★

FIRE RETARDANT PAINTS which slow down the rate of burning have been developed by the Army's Corps of Engineers.

Containing certain pigments and oils which form a spongy insulating layer when subjected to heat, the paint also provides all the esthetic and protective properties of good interior and exterior finishes.

Use of fire retardant paints does not stop fires, but it does aid materially in minimizing damage and loss of life. The new development is expected to be of major value in the Civil Defense program.

★ ★ ★

A CONTRACT for the design and construction of a cylindrical gondola for a manned balloon flight to very high altitudes has been awarded by the Air Research and Development Command.

Following tests in an altitude chamber at Wright



AIR FORCE SPACEMEN—Crew of USAF B-52 receives instructions and check-out of high-altitude pressure suits.

Air Development Center, two volunteers will make three balloon ascensions, with one of the two parachuting from the gondola at peak altitude. The other will ride the gondola down to 20,000 feet, where he will bail out.

The balloon is expected to go 63,000 feet on the first flight, 75,000 feet on the second, and 90,000 feet on the third. Tests to determine the problems of escape from aircraft at very high altitudes are expected to be conducted this fall, or next year, depending on availability of equipment.

The gondola will be seven feet across and seven feet high. It is expected to have aluminum supporting members and magnesium skin.

The parachute jumpers will wear partially pressurized suits, carry their own supply of oxygen, and be equipped with automatically operated parachutes.

As planned now, the two men will ascend in the pressurized gondola. When it reaches the altitude sought, the hatch will be opened and one of the two jumpers will bail out. He will free-fall, using only a stabilizing parachute, until his parachute opens automatically at 15,000 feet.

His companion will cut the balloon loose, releasing a stabilizing parachute on the gondola and ride it to 20,000 feet. There he will bail out and free-fall to 15,000 feet, where his parachute will open automatically. The recovery parachute on the gondola will open at 20,000 feet and bring it to earth gently.

★ ★ ★

SOME 700 ARMY PARATROOPERS "hit the silk" only 900 miles from the North Pole in the largest tactical airdrop to be made in the area.

The mass drop from C-124 *Globemasters* was made in 40 degrees below zero weather on frozen ice of a bay near Thule AB, Greenland.

The chutists kicked off the first operational phase of Exercise Arctic Night, a joint Army-Air Force maneuver in cold weather training for combat personnel.

Wind was calm and some veteran paratroopers said it was one of the easiest jumps they had ever experienced.

The joint cold weather exercise demonstrated that airborne troops can be used in the Arctic.



IN TOW—An Air Force B-52 eight-jet long-range bomber is towed down ramp past control tower at Castle AFB.

THE BULLETIN BOARD

New Evaluation System Gives Better Picture of Job You Do

A NEW NAVY-WIDE enlisted evaluation system, which will be effective 1 July, has been approved by the Chief of Naval Personnel. This new system will have great influence on your prospects for advancement to higher grades, and in your selection for the various officer programs. One of its primary objectives will be to differentiate the outstanding and the excellent from the average.

The most outstanding feature of the new system is the fact that *no minimum qualifying marks for eligibility for advancement in rating have been established or are contemplated. In short, it is the recommendation of the commanding officer that is the key factor.*

Although commanding officers and officers-in-charge will be responsible for the evaluation of all personnel assigned to their command, evaluation of each man's performance will be made by the division officer or appropriate division petty officer.

Performance marks will be assigned semi-annually. Among other things, the results of the evaluation will be used to determine: (1) a per-



formance multiple for advancement in rate (commencing August 1957); (2) selection to warrant or commissioned status; (3) selection for special programs, projects and courses of instruction; (4) award of Good Conduct Medal; (5) character of discharge; (6) desirability for reenlistment; (7) reduction in rate for incompetency; and (8) propriety of early separation by administrative discharge.

Commanding officers are directed by the authorizing Instruction, Bu-

Pers Inst. 1616.4, to take positive steps to ensure that at least one evaluation, either regular or special, is made during each six-month period for all enlisted personnel under their command and that the results of these evaluations are entered in each individual's service record.

Here's a description of the types of evaluation, and the circumstances under which they are to be used:

A *Regular Evaluation* is submitted semi-annually as of 16 November and 16 May and covers the entire evaluation period or a significant portion of that period.

A *Special Evaluation* is submitted at some time in the reporting period other than the prescribed reporting date for a regular evaluation. Special evaluations are submitted under the following conditions:

- In all cases of reduction of pay grade.
- On transfer for permanent change of station if 90 or more days of the current reporting period have elapsed.
- On transfer for temporary additional duty if 90 or more days of the current reporting period have elapsed and if it is expected that you will not have returned to your permanent duty station by the next regular evaluation date.
- Special evaluations may also be made at any time when your performance indicates that special attention should be taken of particularly meritorious or derogatory performance. (See below for examples.)

If you have been on board for less than 90 days of a reporting period, you need not receive a regular evaluation, unless you have not been previously evaluated during that time or unless your record or your superior's observation indicates a definite and marked change from your earlier performance.

A performance evaluation will not be made during periods of confinement or recruit training. Performance grades, except for military behavior, will not normally be assigned

What the EPEW Will Do for You

A completely new procedure for evaluating and recording the performance of enlisted personnel is described in adjoining columns. This measure has received the close personal attention and approval of the Chief of Naval Personnel because, as he has told ALL HANDS:

"It will restore to the Fleet the importance and high order of participation of selection of petty officers. It will represent the accumulation of many people's judgment on a man's performance."

Applicable to all enlisted personnel on active duty and Naval Reserve members of drilling units or performing active duty for training, the new system differs radically from the earlier quarterly marks method.

The heart of the new system is a "grass roots" appraisal of each man made by his immediate supervisor on a fitness report-type form entitled "Enlisted Performance Evaluation Worksheet" (EPEW).

The new procedure is designed to emphasize the individual performance of duty and to furnish positive means of granting suitable recognition for above-average performance. In regard to advancement in rating, the new system will increase command authority by restoring the responsibility of advancement of all attached enlisted personnel.

In short, the sailor of ability will be given a better break in advancement in rating than he did under the former system.

during periods of hospitalization. The entry "not observed" may be used instead of grades for periods of less than a month.

In general, it is considered desirable that each man be evaluated by his immediate and responsible military supervisor and for the specific period involved. This supervisor completes a Work Sheet (NavPers 792) which is approved and authenticated through a chain of command as designated by the commanding officer.

The instruction points out that evaluations must be based on a man's abilities as compared to established Navy standards, his contemporaries' performance, and upon his own demonstrated performance during the marking period. It further points out that arbitrarily assigning high grades to all men in a particular pay grade penalizes outstanding men who should be rewarded with recognition for their efforts. Again, arbitrarily assigning high grades for advancement purposes weakens the promotion multiple system.

It is felt that evaluations should reflect your performance for your rating group and pay grade. However, evaluation in professional performance while under instruction will indicate your progress in your studies. Likewise, if you are an instructor or recruiter, your evaluation will indicate your ability in your specialized field. If you are performing any other special duty outside your technical area as, for example, Master at Arms, the evaluation of professional performance will indicate how well you are performing your special duty.

Adjectival markings on the Work Sheet referred to above are ultimately transferred to page 9 of your service record in the form of numerical equivalents. In addition memorandum entries will be made on the following occasions:

- Meritorious mast.
- Recommended for advancement in rate for pay grades E-4 and above.
- Performance of duties normally performed by personnel of a higher rate.
- Performance of duties outside of technical area, such as Master at Arms, under instruction, recruiting and instructor duties, and messman duties.
- Recommended for reenlistment.

- Extension of enlistment.
- Assignment of non-judicial punishment.
- Conviction by court-martial.
- Conviction by civil authorities (including forfeiture of bail).
- Restoration to duty after serving a period of confinement.

This is by no means a complete list. Commanding officers may make memorandum entries on page 9 for any reason they consider appropriate.

Criteria for honorable discharge, general discharge, reenlistment, Good Conduct Medal, and reduction in rate for incompetency are contained in the Instruction.

It is anticipated that submission of the Enlisted Evaluation Report (NavPers 1339, Rev. 56) will be required for personnel in the more senior pay grades as a substitute for letter requests of individuals for assignment to duties where selection based on performance is a factor, and as a substitute for letter recommendations by commanding officers for assignment or promotion.

As of 1 Jul and before 1 Sep 1956:

- All quarterly marks must be averaged and entered on the old page 9 which will be retained in the service record.
- An entry on the old page 9 must be made as to whether the individual qualifies for an honorable discharge and reenlistment.
- A new page 9 for use with the new evaluation system will be prepared. Quarterly marks from the old system will never be entered on the newly prepared page 9. Marks under the two systems will always be considered separately except when de-

termining desirability for reenlistment and honorable discharge.

CPOs Lend a Hand to Help Improve Advancement Exams

Men who know the ropes from their own experience—CPOs of the ratings involved—are taking an increasingly active part in the preparation of Fleet-wide competitive exams.

Thirty-six chiefs, representing a variety of general service ratings, have attended the third in a series of conferences to help improve the tests in their particular fields. Together, the chiefs and the men who write the exams went over proposed test plans and outlines which indicate the weight to be given questions in relation to different areas of the *Manual of Qualifications for Advancement in Rating*.

Their recommendations were then presented to a steering committee composed of officers and civilian specialists from the Examining Center and of representatives of this Bureau. Approved suggestions will go to appropriate commands and technical bureaus for final evaluation.

Two New Courses Readied For MSTs and CEC Personnel

Two new officer correspondence courses are now available at the Naval Correspondence Course Center.

Basic Structural Engineering (NavPers 10749), is a three-assignment course, evaluated at six Naval Reserve points credit. This course is restricted to officers of the Civil Engineer Corps, USN or USNR.

Military Sea Transportation and Shipping Control NavPers (10972-A), is an eight-assignment course, evaluated at 16 Naval Reserve points credit. This course supersedes *Naval Overseas Transportation and Shipping Control* (NavPers 10972). Personnel who completed the earlier course will receive additional credit for completing this revision, if they are otherwise eligible to receive credit for this subject.

Application for enrollment in either of these courses should be submitted on Form NavPers 992 (Rev 10/54 or later). Forward the application via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, New York.



"I don't care what your Rock and Roll friends think. Blue suede shoes are out of uniform!"

List of New Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Films in color are indicated by (C) and those in wide-screen processes, by (WS). Distribution began in May.

Movies distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. These films are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The Chief of Naval Personnel administers this program.

The Black Widow (519) (C) (WS): Drama; Ginger Rogers, Van Heflin.

Hell and High Water (520) (C) (WS): Drama; Richard Widmark, Bella Darvi.

Never Say Goodbye (521) (C): Drama; Rock Hudson, Cornell Borchers.

The Man Who Loved Redheads (522): Romantic Musical; Moira Shearer, John Justin.

The Court-Martial of Billy Mitchell (523) (C): Drama; Gary Cooper, Charles Bickford.

The Adventures of Hajji Baba (524) (C) (WS): Fantasy; John Derek, Elaine Stewart.

The Egyptian (525) (C) (WS): Biblical Drama; Edmund Purdom, Jean Simmons.

The Killer Is Loose (526): Crime Drama; Joseph Cotten, Rhonda Fleming.

Five Guns West (527) (C): Western; Dorothy Malone, John Lund.

Helen of Troy (528) (C): Costume Drama; Rosanna Podesta, Jack Sernas.

Desiree (529) (C) (WS): Historical Drama; Marlon Brando, Jean Simmons.

Battle Stations (530): Naval Drama; William Bendix, John Lund.

Forever Darling (531) (C): Comedy Drama; Lucille Ball, Desi Arnaz.

The Creature Walks Among Us (532): Drama; Jeff Morrow, Rex Reason.

The Indian Fighter (533) (C): Adventure Drama; Kirk Douglas, Elsa Martinelli.

White Feather (534) (C) (WS): Indian Adventure; Robert Wagner, Debra Paget.

Glory (535) (C): Drama; Margaret O'Brien, Charlotte Greenwood.

Paris Follies of 1956 (536): Musical; Forrest Tucker, Margaret Whiting.

The Come On (537): Drama; Anne Baxter, Sterling Hayden.

Anything Goes (538) (C): Musical; Bing Crosby, Jeanmaire.

That Lady (539) (C) (WS): Historical Drama; Olivia DeHavilland, Gilbert Roland.

The Benny Goodman Story (540) (C): Musical Drama; Steve Allen, Donna Reed.

Quentin Durward (541) (C): Historical Drama; Robert Taylor, Kay Kendall.

The Steel Jungle (542): Drama; Perry Lopez, Beverly Garland.

The Rose Tattoo (543): Drama; Anna Magnani, Burt Lancaster.

Course on Investigations Now Available from NCCC

A new officer correspondence course, *Investigations* (NavPers 10726), is now available at the Naval Correspondence Course Cen-

P LANNING TO PARTICIPATE in the August examinations? If so, here's a preview of your opportunities for advancement — provided, of course, that you obtain a passing mark and are otherwise eligible.

A glance at the table below will show that most Navymen who obtain a passing mark in the service-wide examinations for advancement in August will have an excellent opportunity for advancement in the majority of rates and ratings.

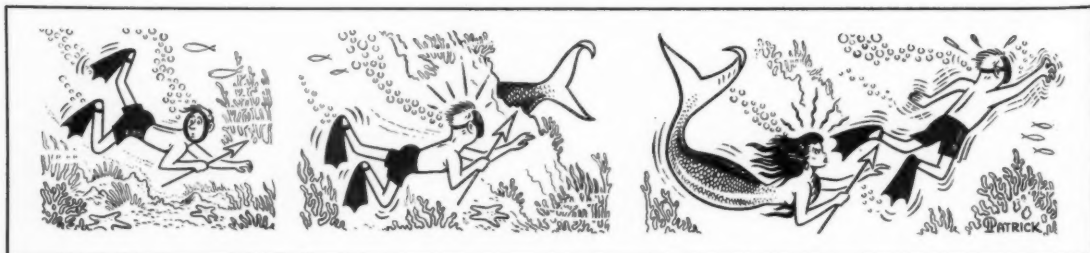
This data, compiled at the direction of the Chief of Naval Personnel, is based on available statistics, study of past performance and a considered estimate of all the variables which might affect advancement. A similar table, showing advancement opportunities in the February examinations, was published in the January 1956 issue of *ALL HANDS*.

However, in studying the probabilities of advancement in your rating, you should bear in mind that these figures are tentative and may be changed as the needs of the service may require.

NOTE: In the table below you will note that the term "Nearly All" appears frequently. In many cases, ALL who pass the examination will be advanced. However, it should be understood that the figures given at right are only estimates.

This course, based on the 1955 Naval Supplement to the Manual for Courts-Martial, consists of two assignments and is evaluated at 4 Naval Reserve points credit.

Application for enrollment in this new course should be made on Form NavPers 992 (Rev 10/54 or later), and forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.



Preview of Your Chances for Advancement in August Exams

Rating	Pay Grade E-6			Pay Grade E-5			Pay Grade E-4			Rating
	Take Exam	Will Pass	Per cent Passing who will Advance	Take Exam	Will Pass	Per cent Passing who will Advance	Take Exam	Will Pass	Per cent Passing who will Advance	
BM	2760	1180	3% to 10%	2760	1380	3% to 10%	5950	4880	3% to 10%	BM
QM	570	250	11% to 50%	900	450	Nearly all	2100	1720	Nearly all	QM
RD	540	230	Nearly all	120	60	Nearly all	1900	1560	Nearly all	RD
SO	300	130	Nearly all	600	300	Nearly all	740	610	Nearly all	SO
TM	420	180	3% to 10%	360	180	Nearly all	430	350	Nearly all	TM
GM	1320	570	3% to 10%	1380	690	11% to 50%	1940	1600	Nearly all	GM
GS	60	30	Nearly all	120	60	Nearly all	70	60	Nearly all	GS
FT	450	190	Nearly all	960	480	Nearly all	1340	1100	Nearly all	FT
MN	120	50	11% to 50%	180	90	51% to 75%	200	160	Nearly all	MN
ET	630	270	Nearly all	1260	630	Nearly all	1600	1320	Nearly all	ET
IM	60	30	11% to 50%	90	45	Nearly all	80	70	Nearly all	IM
OM	60	30	3% to 10%	90	45	Nearly all	60	50	Nearly all	OM
TE	540	230	Nearly all	840	420	Nearly all	900	740	Nearly all	TE
RM	780	340	Nearly all	1380	690	Nearly all	2480	2040	Nearly all	RM
CT	300	130	Nearly all	540	270	Nearly all	840	690	Nearly all	CT
YN	1380	590	11% to 50%	1920	960	Nearly all	2600	2130	Nearly all	YN
PN	420	180	Nearly all	780	390	Nearly all	1180	730	Nearly all	PN
MA	150	70	3% to 10%	120	60	11% to 50%	100	80	Nearly all	MA
SK	840	360	51% to 75%	1200	600	Nearly all	2020	1660	Nearly all	SK
DK	270	120	3% to 10%	360	180	Nearly all	490	400	Nearly all	DK
CS	1980	850	11% to 50%	1650	810	11% to 50%	1560	1280	Nearly all	CS
SH	600	260	3% to 10%	1020	510	11% to 50%	1290	1060	Nearly all	SH
JO	90	40	11% to 50%	120	60	Nearly all	130	100	Nearly all	JO
LI	120	50	3% to 10%	180	90	11% to 50%	160	130	Nearly all	LI
DM	75	30	Nearly all	120	60	Nearly all	140	110	Nearly all	DM
MU	120	50	Nearly all	210	105	Nearly all	220	180	Nearly all	MU
MM	1320	570	Nearly all	2040	1020	Nearly all	3250	2670	Nearly all	MM
EN	1260	540	11% to 50%	1560	780	Nearly all	2050	1680	Nearly all	EN
MR	300	130	Nearly all	360	180	Nearly all	440	360	Nearly all	MR
BT	900	390	Nearly all	1500	750	Nearly all	3190	2620	Nearly all	BT
EM	1110	480	Nearly all	1680	840	Nearly all	2960	2430	Nearly all	EM
IC	300	130	Nearly all	540	270	Nearly all	670	550	Nearly all	IC
ME	600	260	3% to 10%	660	330	Nearly all	360	460	Nearly all	ME
FP	420	180	11% to 50%	660	330	Nearly all	790	650	Nearly all	FP
DC	450	190	3% to 10%	660	330	11% to 50%	620	510	Nearly all	DC
PM	45	20	11% to 50%	60	30	Nearly all	50	40	Nearly all	PM
ML	60	30	11% to 50%	90	45	11% to 50%	60	50	Nearly all	ML
SV	45	20	Nearly all	90	45	Nearly all	60	50	Nearly all	SV
CE	120	50	Nearly all	210	105	Nearly all	170	140	Nearly all	CE
CD	240	100	11% to 50%	480	240	51% to 75%	470	390	Nearly all	CD
CM	180	80	51% to 75%	300	150	Nearly all	270	220	Nearly all	CM
BU	180	80	Nearly all	360	180	Nearly all	320	260	Nearly all	BU
SW	105	50	Nearly all	180	90	Nearly all	140	110	Nearly all	SW
UT	105	50	51% to 75%	120	60	Nearly all	140	110	Nearly all	UT
AD	2220	950	3% to 10%	2220	1110	Nearly all	2280	1870	Nearly all	AD
AT	1020	440	Nearly all	1740	870	Nearly all	1870	1540	Nearly all	AT
AO	540	230	3% to 10%	840	420	Nearly all	920	750	Nearly all	AO
AQ	90	39	Nearly all	90	45	Nearly all	40	30	Nearly all	AQ
GF	750	320	Nearly all	60	30	Nearly all	40	30	Nearly all	GF
AC	240	100	Nearly all	270	135	Nearly all	560	460	Nearly all	AC
AB	300	130	11% to 50%	660	330	51% to 75%	1280	1050	Nearly all	AB
AE	540	230	Nearly all	720	360	Nearly all	930	760	Nearly all	AE
AM	840	360	11% to 50%	1080	540	Nearly all	1550	1270	Nearly all	AM
PR	180	80	51% to 75%	180	90	Nearly all	140	120	Nearly all	PR
AG	240	100	Nearly all	360	180	Nearly all	400	330	Nearly all	AG
TD	180	80	11% to 50%	300	150	Nearly all	360	300	Nearly all	TD
AK	300	130	11% to 50%	480	240	Nearly all	950	780	Nearly all	AK
PH	270	120	11% to 50%	480	240	Nearly all	500	410	Nearly all	PH
HM	1560	670	3% to 10%	2580	1290	11% to 50%	2350	1930	Nearly all	HM
DT	240	100	11% to 50%	480	240	Nearly all	420	340	Nearly all	DT
SD	1440	620	3% to 10%	1860	930	3% to 10%	2840	2330	3% to 10%	SD

Here's How Your Rate Did in the Last Advancement Exams

Rate	No. who passed	No. who may be advanced	No. who passed	No. who may be advanced	No. who passed	No. who may be advanced	No. who passed	No. who may be advanced	Rate
		E-4		E-5		E-6		E-7	
BM	4026	2026	1546	744	1424	157	997	51	BM
QM	1450	1450	323	323	211	211	313	47	QM
RD	1587	1587	508	508	233	233	120	120	RD
SO	702	702	318	318	110	110	95	95	SO
TM	480	480	121	121	192	21	134	20	TM
GM	2061	2061	672	672	706	71	478	48	GM
GS	51	51	25	25	10	10	20	20	GS
FT	1639	1639	508	508	172	172	183	183	FT
MN	192	192	72	72	39	39	21	21	MN
ET	1376	1376	619	619	216	216	353	353	ET
IM	60	60	17	17	11	11	11	7	IM
OM	42	42	20	20	13	11	12	2	OM
TE	780	780	334	334	207	207	79	67	TE
RM	2008	2008	608	608	249	249	208	208	RM
CT	921	921	241	241	99	99	174	174	CT
YN	2865	2865	797	797	526	526	386	180	YN
PN	1359	1359	341	341	148	148	182	182	PN
MA	87	87	35	35	75	6	64	20	MA
SK	1921	1921	492	492	301	301	328	170	SK
DK	457	457	133	133	72	15	99	40	DK
CS	1594	1594	799	799	1104	104	742	120	CS
SH	1375	1375	449	449	260	29	227	82	SH
JO	103	103	27	27	15	15	11	5	JO
LI	148	148	53	53	22	6	28	19	LI
DM	113	113	34	34	13	13	11	11	DM
MU	233	233	88	88	26	26	28	28	MU
MM	3293	3293	978	978	564	564	519	318	MM
EN	2114	2114	643	643	470	127	706	243	EN
MR	448	448	156	156	93	93	79	79	MR
BT	2659	2659	680	680	329	329	455	455	BT
EM	2299	2299	739	739	509	509	366	366	EM
IC	741	741	253	253	82	82	59	59	IC
ME	614	614	246	246	194	42	312	74	ME
FP	884	884	322	322	161	161	110	55	FP
DC	610	610	336	336	164	19	255	84	DC
PM	25	25	16	16	2	2	4	4	PM
ML	42	42	17	17	11	11	10	2	ML
SV	44	44	23	23	3	3	1	1	SV
CE	122	122	58	58	24	24	11	11	CE
CD	476	476	228	228	96	96	26	26	CD
CM	239	239	140	140	53	53	34	22	CM
BU	346	346	182	182	64	64	25	25	BU
SW	105	105	63	63	27	27	9	9	SW
UT	113	113	47	47	27	27	13	13	UT
AD	2156	2156	1115	1115	1071	155	1584	41	AD
AT	1375	1375	770	770	323	323	351	351	AT
AO	954	954	349	349	215	24	324	16	AO
AQ	12	12	14	14	14	14	52	52	AQ
GF	2	2	10	10	16	16	48	48	GF
AC	347	347	101	101	74	74	110	110	AC
AB	1532	1532	405	405	97	97	54	54	AB
AE	1024	1024	304	304	169	169	140	140	AE
AM	1264	1264	502	502	334	334	497	107	AM
PR	76	76	45	45	56	6	94	66	PR
AG	372	372	154	154	49	49	51	51	AG
TD	407	407	148	148	70	70	79	66	TD
AK	899	899	196	196	95	95	72	72	AK
PH	492	492	204	204	71	71	96	62	PH
HM	2999	2999	1176	1176	659	328	819	27	HM
DT	414	414	160	160	62	33	110	45	DT
SD	1881	178	1093	103	653	78	500	15	SD
TOTAL	59,010	55,307	21,055	19,263	13,353	7,172	13,295	5,438	

ON PAGE 47 you were able to learn of your prospects for advancement in the August examinations. At left, you will find how your rate and rating did in the February exams. The table shows the actual numbers of personnel by rate and pay grade who passed the examinations held in February, and the number included in the quota for advancement in each rate on a service-wide basis. With the exception of some rates, you'll find most who passed are eligible for advancement.

The continuing shortage of qualified personnel in the electronics and engineering ratings shows that personnel in most pay grades of those ratings will have continued excellent opportunities for advancement in the foreseeable future.

Continuing quotas for advancement to PO1 and PO2 in certain ratings and to PO3 in two ratings indicate the wisdom of change in rating of qualified personnel to those ratings where advancement opportunities are greater. In this issue you will find a brief rundown telling under what conditions a change in rate may be made, and how to go about it.

If You Want to Make That Cruise You Can Extend Your Enlistment for 30 to 330 Days

If your ship or unit is scheduled for, or engaged in, a cruise on distant duty, and you don't have enough active obligated service to finish the cruise, you may be allowed to extend your enlistment voluntarily for a period from 30 to 330 days to give you enough time to complete the cruise.

This authorization for extension of enlistment periods of less than one year is part of the new regulations concerning the reenlistment and voluntary extension of enlistment of Regular Navy personnel published in BuPers Inst. 1133.1C.

The voluntary extension of an enlistment for less than a year is subject to regulations published by CinCLant and CinCPac or their type commanders. Also, regulations require that an individual must be serving in a ship or unit that is going on, or is actually on a cruise

when he agrees to extend, except that other cases when meritorious, may be referred to the Chief of Naval Personnel for decision.

Regular Navy personnel may extend or reextend their enlistments in accordance with Art. C-1403, *BuPers Manual*, as modified by this Instruction. The aggregate of extensions and reextensions during any one enlistment cannot exceed four years. In this regard, you should remember that any time served in an involuntary extension of enlistment must be included in the aggregate of extensions allowed in any single enlistment.

Personnel who were inducted into the Navy are not permitted to extend their term of service. However, they may agree to remain on active duty as Naval Reservists, beyond their normal expiration of active obligated service dates in accordance with BuPers Inst. 1133.8.

Regular Navy personnel may be discharged and reenlisted in the Regular Navy at the following times:

- On normal expiration of enlistment.
- At any time within three months before normal expiration of enlistment.
- Up to one year before expiration of enlistment but more than three months before the normal date.
- Upon specific approval of the Chief of Naval Personnel.

If you ship over within three months before the normal expiration of your enlistment, you must reenlist for either four or six years. Only exception to this rule is for persons reenlisting in the Regular Navy for the first time.

Personnel in this category may elect to reenlist for periods of two, three, four or six years.

Persons reenlisting up to one year early but more than three months before the normal expiration date of their enlistment must reenlist for either four or six years.

Information on reenlistment bonus, mileage, or lump-sum payment for unused leave pertaining to reenlistment or extension of enlistment is contained in Chap. 4 of *NavCompt Manual*, Vol. 4, and Chap. 4 of *Joint Travel Regulations*.

Complete details on reenlistment and voluntary extension of enlistment by Regular Navy personnel are in BuPers Inst. 1133.1C.

Training for More NavCATs Follows Success of Teams, Courses Set Up on Both Coasts

Career Appraisal and Counseling courses have been established at the Service School Commands, Bainbridge, Md., and San Diego, Calif. The courses will train personnel both for the formation of new Naval Career Appraisal Teams (NavCATs) and the replacement of present team members. They will also give refresher training to members of the 215 NavCATs now in existence.

Courses are three weeks in length and feature training in the techniques of NavCATs operation and individual reenlistment counseling.

To qualify, men should be career personnel, strong leaders and effective speakers, with maximum tour remaining, and 18 months' obligated service. All ratings are desired, but greater consideration will be given to the effect of the team member's or reenlistment counselor's rating upon his prospective audience. Especially desired are those in the "old-line Navy" ratings or in ratings with a high proportion of sea duty.

Convening dates which have been established are: 16 Jul, 13 Aug, 10 Sep, 8 Oct, 5 Nov 1956, and 7 Jan 1957. Shore activities may request quotas from the Chief of Naval Personnel; Fleet units, from the Service Force Commander or Type Commander as appropriate.

Because of the NavCATs' success in improving the reenlistment rate, the Navy now plans to accelerate the program.

All-Navy Cartoon Contest
G. C. Vliet, PNA3, USNR



"The management does not appreciate your sense of humor in playing 'Taps' for mess call!"

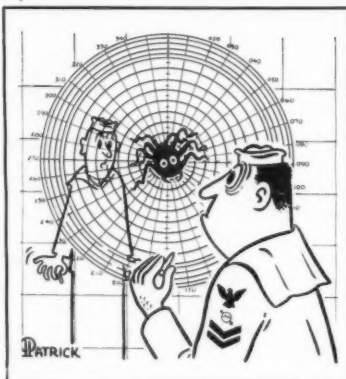
Reenlistment Options Let You Stake a Claim on Duty You Want

IF YOU'RE PLANNING to ship over, you can still be assured of duty in your ship for another 12 months, or request a change of Fleets and figure on at least 12 months' duty in the Fleet of your choice. This is a continuation of the program instituted by the Chief of Naval Personnel and commonly referred to as the "reenlistment options."

The authority for these choices of duty assignments by reenlistees is BuPers Inst. 1306.25C—"Options for assignment to duty of enlisted personnel on reenlistment." This is the latest instruction on reenlistment options and cancels BuPers Inst. 1306.25B.

The changes made by the latest instruction include:

- Elimination of option 5. Under this option, a reenlistee could be transferred to a Receiving Station of his choice for further assignment by the Chief of Naval Personnel.
- The AC rating has been added to those not eligible to participate in this program.
- Reenlistees in Fleet units, hav-



ing selected Option 3, may be granted Option 1 as an alternate choice at any time up to the date of transfer.

The other changes made by the new Instruction are administrative and do not alter the reenlistee's chances of getting the duty of his choice. Below, you'll find a summary of the reenlistment options, in case you may have missed.

The only exceptions in the choice

of duty guarantees offered by the Navy upon reenlistment are a few highly technical rates and personnel holding certain special program job code numbers. However, other provisions have been made for those persons.

Generally, you may make one of three choices on the day you sign your new shipping papers. According to the option you select, you may be assured of:

- A minimum of 12 months' duty on board the ship in which you are now serving, unless it is a non-rotated unit.

- Completion of a normal tour of duty if you are serving on shore duty, whether it be Fleet, overseas, or Bureau, if the activity or command in which you are serving has an allowance for your rating and a normal tour has been prescribed.

- A minimum of 12 months' duty in a Fleet command having a home port on the continental U. S. coast of your choice. You should note that if you select this option, you are not guaranteed assignment to any particular unit, activity or locality.

Under the provisions of Option 3, you indicate the coast of your choice (Atlantic or Pacific) and you are *guaranteed* to go. You then indicate four preferences of duty assignment for which you are qualified and every consideration will be given your listed preferences.

If you are in a Fleet unit when you reenlist and select Option 3, you will be given a chance to select an alternate option. If, before you receive your orders under Option 3, you decide to take Option 1 and stay with your ship for another 12 months, you may do so.

If you ship over under the provisions of BuPers Inst. 1133.4 (Discharge and reenlistment of Regular Navy personnel within one year of expiration of enlistment date), you may not take advantage of the third option if you reenlist more than three months prior to normal expiration of enlistment, but are entitled to either of the other two.

Navy men in the ratings of CT, MA, DT, AC, AG, GS, GF, AQ and those designated in Ground Controlled Approach, Carrier Controlled Approach and Aviation Pilot are not eligible to take advantage of the

Navy's Job in the Free World

As you go about your daily routine, here's something to keep in the back of your mind. It's quoted from SecNav Notice 5720 of 24 Mar 1956, as a concise summary of the role of today's Navy:

- *"The United States depends on the Navy more today than ever before—*The Free World is an oceanic confederation bound together by mutual security treaties. A keystone of United States policy is collective security. The strength, unity and collective security of the Free World depend on the U. S. Navy's ability to control the sea communications of the oceanic confederation.

- *"In global war the oceans become a giant, inter-connected battlefield surrounding all continents—*As nuclear power, supersonic aircraft and the most powerful weapons of the day are adapted to shipboard use, the readiness of the U. S. Navy to project its power against an enemy and to prevent enemies from projecting similar power against the United States becomes more important than ever. The U. S. Navy must remain supreme on the oceanic battlefield if the United States and the Free World are to survive and win a nuclear war.

- *"The U. S. Navy is more important than ever before—*

- *"In Cold War, it provides a display of power in troubled waters such as Formosa Strait and the eastern Mediterranean. Its on-the-spot readiness to strike immediately if necessary is an effective deterrent to war, whether big or little.*

- *"In Limited War, naval forces can be assembled quickly in international waters near the scene of action and employed immediately in support of United States interests.*

- *"In All-Out-War, in a surprise nuclear attack, after initial blows have been exchanged, mobile naval forces dispersed at sea may be the only forces immediately available to strike back."*

provisions of this instruction.

Also in this category are those men in any rating who hold the following special program job codes: 9924—Special Weapons Electrical Assemblyman; 9955—Submarine Water Cooled (STR) Reactor Powerplant Operator; 9956—Submarine Liquid Metal Cooled (SIR) Reactor Powerplant Operator; 9974—Explosive Ordnance Disposal Technician; 9976—Guided Missiles Technician; 9979—Rocket Launcher Mark 108 Technician; 9980—Project Atlas Technician; 9990—Fire Control Systems Mark 102 Technician; 9991—Underwater Demolition Team/Explosive Ordnance Disposal Technician; 9992—Special Weapons Disposal Technician.

However, if you fall in the above categories, you may, when you reenlist, submit your duty preferences to the Chief of Naval Personnel. The men in these ratings and with the special program job codes will receive individual consideration in future assignment.

Here's another item that might well be worth remembering when you contemplate shipping over: On a broken service reenlistment (after more than three months from date of last discharge), you are not eligible for any of the provisions of the duty assignment options of this instruction.

A Wave reenlisting will be assured of immediate reassignment to one of four distribution commands. These distribution commands are: Chief of Naval Air Training Command, Potomac River Naval Command, Commandant Fourteenth Naval District or the District Commandant of any district in the continental U. S. A Wave should indicate her choices of duty in the order of preference.

Is the Navy standing good on its assurances of duty assignment to reenlistees? A check of the records will give you an "affirmative." A survey of assignments under Option 3 showed that more than 90 per cent of the men were granted their first choice. Eight out of the remaining 10 got their second preference. Naturally, everyone was assigned the Fleet of his choice since this had been guaranteed.

Complete details on all phases of the "reenlistment options" program is in BuPers Inst. 1306.25C.

Policies Set for Separation Of Medical, Dental Officers

New policies for the voluntary separation of Reserve and Regular Medical and Dental Corps officers have been laid down by SecNav Inst. 1920.4.

Under this instruction, permanent officers of the Medical and Dental Corps, Regular Navy, who submit their resignation, may, except in unusual circumstances, expect favorable action on their requests after they have completed at least two years of active commissioned service. Although additional service requirements, incurred as a result of advanced training or graduate instruction, must still be met after the training is completed, this time may now be served concurrently with the minimum two-year period. Thus, an officer is normally eligible to resign either upon completing the two-year period or when he finishes his additional service requirement, whichever occurs later. The duration of this additional service is established for each individual when he begins his advanced training or graduate instruction.

In cases where a Regular officer has a total of less than eight years' active and inactive commissioned service (or less than six if he was commissioned after 9 Aug 1955) favorable action on his resignation will usually depend upon his acceptance of a commission in the Naval Reserve.

A Reserve officer, who has completed his period of obligated active duty, may normally expect favorable action on his request for resignation if he has at least eight years of total active and inactive commissioned service, or at least six, if he was commissioned after 9 Aug 1955. (Amplifying information on certain cases may be found in BuPers Inst. 1920.6.)

Although the provisions of *BuPers Manual*, Article C-10338(2), remain in effect, the acceptance of a married woman officer's resignation is not normally contingent upon her acceptance of a Reserve Commission.

Naturally, since action on requests submitted in accordance with the new directive will be governed by needs of the service, approval may sometimes be withheld until a qualified relief is available to fill the billet.

HERE'S YOUR NAVY

As practically everyone in the Navy knows by this time, USS *Canberra* (CAG 2), the Navy's second guided missile cruiser, was commissioned last month. Not so well known, however, are some of the details which make this one of the most advanced examples of today's "New Navy."

As might be expected, electronics

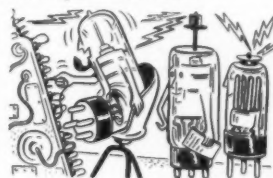


plays a major part in systems ranging from telephones and motion pictures to complicated fire controls for the Terrier guided missiles.

The more than 27,500,000 feet of electrical wiring, roughly equivalent to 5200 miles, included in the various electrical systems, would be sufficient for cities such as Lorain, Ohio; Kalamazoo, Mich.; or Santa Barbara, Calif.

The electronics switchboards have 100,000 contacts and employ 23,000 vacuum tubes. All of these outlets are furnished with enough power to provide the electrical needs for a city of 50,000 persons.

Canberra also has an automatic dial telephone exchange serving 210 telephones and, in addition, 1000 sound-powered phones are used.



There are 12 public address systems covering a network of 300 stations with 60 intercommunication units.

The ship's engines can develop 200,000 horsepower, to drive the ship at a speed greater than 33 knots.

The refrigeration and storage spaces provide for provisions for the crew of 76 officers and 1241 enlisted personnel for 45 days. Food stores include 16,000 pounds of sugar, 6200 pounds of butter, 4000 pounds of coffee and 60,000 pounds of meat.

The 673-foot *Canberra* has undergone drastic changes during her conversion. The ship's superstructure has been entirely remodeled to accommodate the new weapons. One of her two stacks has been removed, vastly offering her original silhouette. For more on *Canberra*, see page 54.

Sailing to Saipan for Duty? Here's What You Can Expect

SAIPAN IS A RELATIVELY small naval activity, but if you've received your orders for that spot, advance information concerning living conditions are of as much interest to you as if you were bound for Norfolk or San Diego. Generally speaking, you and your family will find Saipan nice duty.

Climate—The climate is fairly equable throughout the year. The average daytime temperature is in the middle 80s, and drops to the high 70s at night. It is rarely uncomfortable. The humidity is high, especially during the rainy season which extends from August to December. This is also the period during which typhoons are most likely to strike although they usually are not severe in this area.

Entry of Dependents—Dependents may not enter Saipan without a travel authorization from Commander Naval Forces, Marianas, and a passport. Concurrent travel is sometimes authorized. Passports should be obtained in accordance with current instructions.

Housing and Quarters—Quarters allowance is deducted from the day of arrival of dependents. All quarters, which are of the quonset variety, are furnished with an electric stove, refrigerator, deep freeze, wringer-type washing machine, din-

ing room and living room furniture (rattan), beds, mattresses (except baby beds and mattresses), dressers, lamps, fans and mirrors. No curtains are provided. Quarters are two to three bedrooms, but the total floor area is the same.

Electrical current is 110/220 volt, 60 cycle AC.

BOQ quarters are all furnished. No wardroom or closed mess is operated. Officers eat in the general mess.

Servants—Servants are available at an average wage of \$1.50 per day. Although most domestics are average, a few are excellent.

Household Furnishings—Shipment of household goods should be limited to items not likely to be affected by humidity or termites. It is recommended that dishes, linens, pots, pans, silverware, kitchen utensils, minor appliances of all kinds such as toasters, coffee pots, roasters, etc., washable bath mats, scatter rugs, baby beds and mattresses, a good short wave radio, phonograph, knick-knacks for decorations, etc., be brought along as these items are not furnished in the quarters, and are rarely available at the Navy Exchange. Good china is usually available. An "aloha" kit, consisting of a minimum number of pots, pans, linens, etc., necessary for house-

keeping, is provided for use until household goods arrive. It takes 10 to 12 weeks after shipment for household goods to arrive on Saipan.

There is no laundry available. Housing allowances of washing machines are adequate to meet needs.

Baggage—Baggage should be shipped in trunks or footlockers. Hand baggage should be inexpensive and durable. It is not advisable to bring good luggage as the climate is very hard on all types of leather.

Cost of Living—The cost of living, with the exception of rent, closely approximates that of the States. Deduction of quarters allowance makes rent higher than for similar quarters in the States although all utilities are furnished.

Clothing—Washable garments are a necessity since there is no dry cleaning service available. The water is very hard and frequent washings cause them to deteriorate rapidly.

Plenty of clothing of all types should be brought as very little is available locally or through the Navy Exchange.

Uniforms: Officers should have three or four long khaki cotton trousers and a like number of long-sleeved khaki shirts, six pairs of khaki tropical shorts, six khaki tropical short-sleeved shirts, six white tropical shorts, six white tropical short-sleeved shirts, two suits of service dress whites and three or four extra white trousers. This outfit should last for a tour of duty. A khaki and/or white tropical helmet is optional and may be included in the outfit. The normal uniform of the day is tropical khaki or whites.

Officers must have all medals and ribbons, a sword if required by *Uniform Regulations*, and other accessories since these items are seldom available locally.

Health and Sanitation—Health and sanitation conditions are generally excellent.

Babies seem to thrive on the climate although almost all get heat rash at one time or another and are susceptible to impetigo.

There is a modern Navy infirmary staffed by Navy doctors on Saipan where almost all ailments can be treated. Cases which cannot be treated adequately locally are sent to the U. S. Naval Hospital, Guam.

Report Card on Navy Overseas Dependents Schools

Here are the educational facilities available at the Navy's major overseas bases.

See page 14 for story on Navy's overseas dependents schools.

Location	Facilities	
	Grades 1 to 8	High School
Chia Yi, Formosa	A	B
Argentia, Newfoundland	A	B
Guantanamo Bay, Cuba	A	A
Iwakuni, Japan	A	A
Kwajalein, Marshall Islands	A	B
Midway Island	A	B
Naples, Italy	A	A
Port Lyautey, French Morocco	A	A
Saipan, Mariana Islands	A	B
Sangley Point, Luzon, P. I.	A	B
Sasebo, Japan	A	A
Subic Bay, Luzon, P. I.	A	B
Tainan, Taiwan (Formosa)	A	B
Trinidad, B. W. I.	A	B
Tsuying, Taiwan (Formosa)	A	B
Yokosuka, Japan	A	A*

Key:

A—Fully accredited Stateside style instruction.

B—Correspondence courses administered by Navy teachers (not accredited—1955-56).

*—Students from Yokosuka attend a high school in Yokohama.

If you have an attachment for a specific salve, ointment or vitamin mixture, a plentiful supply should be brought along.

There are limited dental facilities on Saipan staffed by local practitioners. It is important that all dental work be accomplished prior to departure from the States. Emergency dental treatment is available locally, but all other dental work is usually accomplished on Guam.

Store Facilities—Saipan has both a Commissary Store and Navy Exchange. These are practically the only shopping sources available although limited amounts of merchandise are available in the stores of Chalan Kanoa (at high prices.) The Navy Exchange is small and provides little more than the daily necessities. The Commissary Store provides a fairly complete line of canned and frozen products.

If one has a favorite brand of cosmetics, a good supply should be brought along. An electric hair

clipper is invaluable if one has children since the barber facilities are limited.

Automobiles—A car is almost a necessity because there are no public transportation facilities. A jeep is particularly desirable because it can go almost any place on the island whereas cars are restricted to the main roads. It is not recommended that a new car be brought. A two- to five-year-old car is considered best. The car should be in first class mechanical condition since only limited repair services are available.

Schools—Saipan has a Navy dependent School which provides instruction through the eighth grade. No kindergarten is available. High school students must use correspondence courses provided by the Navy.

Religion—Religious services, both Protestant and Catholic, are held regularly at the respective missions.

Recreation — Recreation facilities

are quite numerous and include softball, baseball, golf, swimming, fishing, picnicking and "boondocking." There is an excellent nine-hole golf course, the only one in the Trust Territory. The course is open all year round. Golf clubs are available on a loan basis without charge from Special Services. Several fine beaches are available for use by dependents as well as by officers and enlisted men. Searching for sea shells is a popular pastime. Sneakers must be worn to protect the feet from coral cuts. A favorite sport is "boondocking" which is simply an exploration trip by jeep into the hills and jungle, usually in conjunction with a picnic. Photography is also a favorite hobby.

It is not advisable to bring valuable or good books to Saipan because they are quickly ruined by mildew and small termite-like bugs. It is recommended that a stock of paperback books be brought, as reading material is scarce.

NATO's Jack of All Trades

George C. Wheatley, UTC, USN, has carried the do-it-yourself trend to its logical conclusion. He's the chief fixer-upper for the six-nation Allied Forces Southern Europe, located at Naples, Italy.

Wheatley, as the post engineer maintenance chief, is charged with the up-keep of everything from water mains to the small electric sockets of the \$8,000,000, 45-acre headquarters.

The Navy veteran of 16 years' service supervises 100 to 200 skilled Italian laborers and artisans daily, the amount depending on the degree of construction work being carried out on the headquarters. Besides the local civilian workers, he supervises U. S. Army, Navy, Air Force and Italian Navy personnel.

In order to maintain the 22 buildings, including a theater, chapel and athletic field, Wheatley has carpenters, plumbers, masons, painters, metalsmiths, electricians, mechanics, cabinet makers, gardeners, boilermen, sanitation specialist and clerks working around the clock.

It is not unusual for Wheatley

to be called out of bed because of electrical or plumbing troubles at headquarters or to be given a few hours to set up the equipment necessary for an important NATO conference.

His daily routine takes him to all his shops where he assigns priority work and checks to see that everything is running smoothly. He keeps a watchful eye on construction of any new building or additions on the base to see that the job is being done properly. His present projects include the construction of a new medical dispensary, a large parking lot, a fire house, and a soil erosion prevention project.

Wheatley is also an industrial relations expert. He maintains high comradeship with his men—and he does it by taking a personal interest in their problems, at work and in the home.

Wheatley, who has a working knowledge of Italian, sees most of his men daily. All of them are happy with their work. Their only complaint is unusually, "Capo, the sun isn't shining," Wheatley says with a grin. "They're the most

casual people I've ever met."

When a member of "Il Capo Divisione" (they call themselves the chief's team) is sick they chip in and send him a get-well gift. If the illness is serious Chief Wheatley, as a representative of his fellow-workers, goes to the ailing worker and offers assistance. Most important—the man is told his job will be waiting for him when he returns to work. This is a great morale booster to a man with a family to feed.

Talking about the craftsmanship of the Italian worker, Wheatley says: "When one says that the Italians are the best craftsmen in the world he's not joking. These men take more time than the usual skilled laborers from other countries, but the work is more polished."

If your problem is anything from a broken window or a leaking radiator to a construction job at NATO Southern Europe headquarters, those in the know will tell you to call "Mr. Fixit" or "Il Capo Wheatley," a jack of all trades and a master of one—international teamwork.

—E. J. Kosier, Jr., T/Sgt., USAF.

Report on Taiwan Tour for the Navyman Taking His Family

DUTY IN TAIWAN (Formosa) has something in common with caviar, oysters or olives—some people like it, others don't. In any event, life will be much easier and more pleasant if you have a preview of the living conditions you will encounter. Here's a brief rundown, a condensation of a pamphlet prepared by the Personal Affairs Division of this Bureau.

Per Diem—The day you depart from the U. S. you are considered to be in a travel status and as such, are authorized \$9.00 per day, less deductions for government quarters and meals. The day of reporting to the naval section is considered to be as still in a travel status.

Commencing the day after arrival, a per diem rate of \$5.00 will be

paid until you are settled in permanent housing or for 45 days, whichever is earlier. The per diem rate for officers and enlisted men without dependents on Taiwan will then be \$1.00. Officers with dependents on Taiwan are paid a per diem rate of \$3.60 and enlisted men with dependents are paid \$2.65 per day. After the 45-day period or when you have obtained permanent quarters, enlisted men, both with and without dependents on Taiwan, will be paid a subsistence rate of \$2.57 per day, which will be credited to the pay record and paid as regular pay. Since government quarters are not available on Taiwan, you will receive BAQ at the rate of \$51.30 per month if you are single.

Housing—If you do not have your

dependents on the island, and are below the top two pay grades (E-7 and E-6), there are Chinese government hostels throughout the island. The hostels contain single and double rooms which rent for 75 cents to \$1.00 a night in the Kaohsiung-Tsoying area. Cost of meals runs about \$2.00 to \$3.00 a day. The hostel prices in Taipei are slightly higher than in the Kaohsiung-Tsoying area. A number of people without dependents are living in private rentals (personnel authorized to do so at the present time are pay grades E-7 and E-6 and above).

The private rentals are for the most part Japanese-style houses of wooden frame, stucco or brick. Personnel living in private rentals without dependents generally get together two to four to a house and share costs. The initial expense for furnishings is the largest cost.

Before your dependents can join you in such quarters, the houses will require a certain amount of improvements such as screens, installation of western type toilets, bathing facilities, closet and shelf space, a hot water system, additional electrical outlets, and in many cases complete rewiring to carry the additional load of appliances, and some improvements in kitchens. In most cases, the expense of these improvements will be borne by the owner.

At the present time there is an accelerated program of building MAAG houses which conform to western standards. All military personnel are eligible for this MAAG-sponsored housing. Priority is based on the date of arrival on Taiwan.

The new private rental, western style houses currently being built are two- and three-bedroom houses, some duplex. The average rent for these houses is \$75 to \$100. The MAAG houses now being occupied are two- and three-bedroom houses, with a rent of approximately \$70 for two bedrooms, and \$85 for three bedrooms.

Household Equipment—Appliances such as electric sewing machines, fans, toasters, waffle irons, corn poppers, mixers and roasters are very useful. An electric roaster is considered to be essential by many. Pots and pans can be purchased on the local market fairly

WHAT'S IN A NAME

Canberra

The Navy's second guided missile cruiser, USS *Canberra* (CAG 2), has the distinction of being the only Navy cruiser to bear the name of a foreign capital, and she was given the name to commemorate an Australian ship lost during World War II. *Canberra*, of course, is the name borne by the Australian commonwealth's capital; the word is from an aboriginal language, means "basin," and describes the location of the federal city in New South Wales.

The Aussie ship which bore the name (and the one whose loss our own *Canberra* commemorates) was HMAS *Canberra*, a 10,000-ton, 630-foot cruiser of the *Australia* class. She was one of the Royal Australian Navy's two heavy cruisers in existence when the commonwealth declared war on the Germans in September 1939.

Canberra #1 fought in the Mediterranean with the British Fleet, and in cooperation with the Royal Indian Navy, she bombarded Italian troops and transports along the coast of Italian Somaliland during February 1941.

She returned to the Pacific at the close of 1941, when war appeared imminent in that area. HMAS *Canberra* subsequently fought side by side with ships of the U. S. Fleet until she was lost (along with three U. S. heavy cruisers) in the Battle of Savo Island in the Solomons, 8-9 Aug 1942.

Our Navy's USS *Canberra* was originally laid down as *Pittsburgh*, but the name was changed to memorialize the Aussie ship. Christened by the wife of Sir Owen Dixon, Australian Minister to the U. S., the new *Canberra* was placed in commission on 14



Oct 1943. On that occasion, the Commandant of the First Naval District (*Canberra* was built at Quincy, Mass.) remarked that she was the first ship of the war on which planning and construction was actually accomplished during the war, and hence embodied equipment and planes that were an actual product of the war.

A plaque, replica of the Australian *Canberra*'s badge, was presented to our *Canberra* on behalf of the Commonwealth of Australia. Made of Australian wood and surmounted by a Navy crown, the original plaque is mounted in the cruiser's wardroom; a bronze replica of the plaque is mounted on a bulkhead on *Canberra*'s starboard quarterdeck.

(Webster says the word is pronounced as spelled, but our Southern Hemisphere friends insist on saying "Can-bra.")

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reasonably, but not baking equipment, such as cake and pie pans and good frying pans. It is suggested that the following items be included in your family's hold baggage: an oversea-type radio; record player and a selection of records; drapes and curtains; at least one clock (non-electric as the current is sometimes interrupted for short periods), dish towels, cloths, lace mats, bath and face towels, sheets, pillows, blankets, hangers, iron and ironing board, flat silver, paring knife, butcher knife, can opener, hot plate, children's small toys, games and books.

Good furniture, including overstuffed living room suites, rugs, laminated pieces, pianos and the like should not be sent out because of the high humidity and general damp climate. Any pianos brought should be equipped with a "damp chaser." Older overstuffed pieces of furniture, rugs, drapes, pianos, etc., have been brought to the island, and then sold upon departure, after maximum use. Do not bring automatic washing machines, or driers. A wringer type washer is highly recommended, as is a used vacuum cleaner.

Concurrent Travel—Owing to the present housing situation concurrent travel is not authorized. You must obtain suitable housing for dependents before they are authorized to come to Taiwan. At the present time, it is not difficult to obtain such accommodations, and the situation is steadily improving.

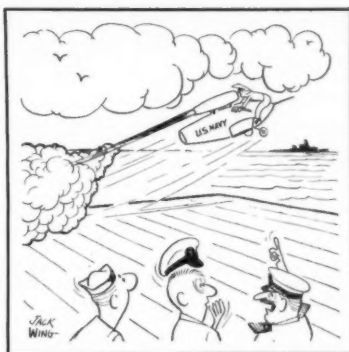
Uniforms—Winter uniform (working) for officers, warrant officers and chief petty officers is wash khaki with tie in the Kaohsiung area. Blues are required in Taipei area.

For PO1s and below the winter uniform is the same as above except the ties are not worn and garrison cap or helmet is prescribed.

During the winter months, U. S. Navy foul weather jackets are issued to all personnel.

Winter uniform (dress) for officers, warrant officers and CPOs: When dress uniform is prescribed or for social occasions after 1800, either service dress khaki or service dress Blue Bravo will be worn as designated. When civilian clothing is worn after 1800 at public restaurants, clubs, etc., a coat or jacket must be worn.

PO1 and below—When prescribed,



"Get that man's name, rate and serial number!"

wash khaki with tie. Wear coat and tie when civilian clothing is worn after 1800, in public restaurants, clubs, etc.

Summer uniform (working): The working uniform for enlisted men and officers is khaki shorts, khaki short-sleeved shirts, khaki stockings, brown shoes (with laces) khaki cap covers, garrison cap or helmet.

Service dress uniforms for officers—When prescribed during daytime officers will wear tropical white shorts, white belt, white cap, or helmet, white tropical shirt with shoulder marks, white stockings, white shoes (leather or canvas), low, laced type or plain style. After 1800 when white uniform is prescribed, the long white trousers are substituted for shorts.

Dress uniforms for enlisted men is optional.

Men's Civilian Clothing—It is suggested that you bring both summer and winter clothing. Jackets and ties are necessary on certain social occasions. During hot weather, you may wear Bermuda type shorts. Dry cleaning facilities on the island are inferior particularly in the southern part of the island. Consequently, woolens and good clothing suffer and it is suggested that expensive clothing not be brought to the island, and that emphasis be put on washable type clothing. A top coat or overcoat is an asset during the winter months, as it gets quite cold. During the rainy season a raincoat is a necessity.

Dependents' Clothing—Bring suits, sweaters, skirts, slacks and loafers. Hats are rarely worn. One or two medium weight coats and stoles

would be useful. Women's underclothing is sometimes difficult to find in local PXs in the right sizes, so bring an adequate supply.

For children's outer clothing during winter: sweaters, skirts, washable slacks, blouses, long-sleeved shirts, jeans, jackets and medium weight coats, loafers, tennis shoes. "Wonder fabrics" and corduroys are good fabrics to consider. For summer: seersucker and denim playclothes, bathing suits, beach clothes, white shoes, washable play shoes and sandals. Some nylon clothing is a good choice for rainy season when it is difficult to dry clothing. Bring raincoats, umbrellas, and rainboots.

Automobiles—Most Navymen bring their autos to Taiwan. Gasoline is reasonable and purchased through the PX. All foreign vehicles are required to be insured before leaving the port of entry to the island. The following are minimum requirements: Bodily injury: \$15,000 for each person with a maximum of \$30,000 for each accident; Property damage liability: \$10,000; Passenger medical: \$1000 for each person with a maximum of \$5000 for each accident.

At present, two companies are providing this coverage for approximately \$20.00 per year in U. S. currency.

Nearly everyone sells his auto before leaving the island. There is a good market for new four-door cars, and the price drops with the age of the car, although older cars still fetch better prices than those obtainable in the States.

Educational Facilities—The Taipei American School is the only grade school conducted in English. It is a cooperative community effort conducted by interested parents having school age children. Grades include kindergarten through high school. Teachers are English-speaking Chinese and some are the wives of naval personnel. The greater part of the annual tuition fee (for grades one through 12) is chargeable to the U. S. government; the remainder (including kindergarten) is paid by the individual parent. Text books and school supplies are included in the tuition fee and are furnished by the school.

There are Navy-administered dependents' schools in the Tainan—Tsuying (Kaohsiung)—Chiai areas of

Taiwan. Regular classroom work is provided up through the eighth grade and supervised correspondence study is provided for students above the eighth grade.

Religious Activities — There are at present several MAAG chaplains in the Taipei area and one Navy chaplain attached to the Navy Section in Tsoying. Services are held Sundays and Holy Days. Besides the military chaplains on Taiwan, there are approximately 400 civilian missionaries representing many faiths.

"Morale" Flights — Because of the limited transportation facilities, the Naval Section in Tsoying maintains and operates an R4D aircraft with a 22-passenger capacity. This aircraft makes three flights to Taipei a week for official business, medical patients, and RandR. Each month this airplane makes a "morale" flight to Hong Kong, leaving Taiwan Saturday morning and returning Monday evening. This recreation flight carries 15 passengers to Hong Kong; 10 from Navy Section and five from Army-Air Force activities on the island, and the seats are open to both military personnel and dependents.

HOW DID IT START

Navy Wives Clubs

In the early '30s, a group of Navy men was transferred from the East Coast to Long Beach, Calif., and, in the normal course of events, the Navy men were followed by their families. However, some of their wives found it difficult to adjust to their new environment and were lonely.

Comparing notes, they discovered this to be an experience common to most wives of servicemen. The need for companionship and the problems they faced, drew them together into a community of interests. After a series of weekly meetings, the group was incorporated as the Navy Wives Clubs of America.

Today, Navy Wives Clubs may be found in the United States, Honolulu, Alaska, Philippine Islands, French Morocco, Puerto Rico, Cuba and Japan. Membership is composed chiefly of wives or widows of enlisted men serving in the Navy, Coast Guard and Marine Corps and in their Reserve components. Other members are wives of EMs who have been honorably discharged or are retired or in the Fleet Reserve, and women who are friendly to and interested in the cause of furthering such an organization of mutual assistance and social welfare.

Activities of the Navy Wives Clubs are numerous. Members provide assistance to

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 12—Announced the death of Hon. Alben William Barkley, U. S. Senator from Kentucky and former Vice President.

No. 13—Announced time and place of funeral services and interment of former Vice President Alben W. Barkley.

No. 14—Announced the convening of a selection board to recommend

for promotion certain categories of warrant officers.

No. 15—Called for the observance of National Maritime Day, as a tribute to the U. S. Merchant Marine.

No. 16—Contained instructions implementing the provisions of Public Law 497, 84th Congress, pertaining to medical and dental officers special pay, service creditable for pay purposes, election under the Uniformed Contingency Option Act, and adjustment of lineal position.

Instructions

No. 1000.1B—Promulgates instructions pertaining to the use of Navy bands and orchestras.

No. 1133.1C—Provides instructions regarding the reenlistment and voluntary extension of enlistment of enlisted personnel, including the authorization for extensions of enlistments for periods of less than one year.

No. 1133.10—Provides instructions regarding the reenlistment and voluntary extension of enlisted Naval Reserve personnel serving on active duty.

No. 1223.1—Provides for increased specialization in selected Regular Navy ratings by activating certain emergency service ratings.

No. 1320.1E—Provides revised accounting data and other instructions to be used in preparing travel orders for enlisted personnel on full-time active duty.

No. 1414.3A—Promulgates a change in the time in pay grade and time in service requirements for advancement to pay grades E-3 and E-4.

No. 1510.69—Announces the establishment of a pilot program of advanced technical education and training for enlisted personnel, and outlines procedures to be followed in nominating men for participation in the program.

No. 1520.48—Announces a new college training program for eligible augmented and integrated USN commissioned officers of the line, but not restricted line, with a permanent grade of ensign and above.

No. 1616.4—Provides a new method and procedure for evaluating the performance of enlisted personnel, and a new means of recommending or requesting selection or assignment which involves individual performance.

No. 1760.15A—Informs command-



Navy chaplains, assist in YMCA programs for servicemen, participate in blood donor programs and in Navy Relief Society activities. Recently it has founded a scholarship foundation which provides two scholarships each year in the minimum sum of \$250 each to the son or daughter of an enlisted man of the Navy, Coast Guard or Marine Corps, either on active duty, retired, or deceased.

On the lighter side, clubs hold dances, picnics and other social activities. What's more important, membership in the Navy Wives Club enables a Navyman's wife to participate in social events among those with similar interests.

ing officers of the enactment of Public Law 147, 84th Congress, (concerned with the settlement of accounts of deceased members of the uniformed services) and emphasizes the necessity for all personnel to complete a current DD Form 93-1, "Record of Emergency Data."

No. 1910.5C - Provides instructions governing separation or voluntary retention of enlisted and inducted naval personnel on active duty under normal completion of active obligated service.

Notices

No. 1120 (16 April)-Announced opportunities for enlisted personnel to obtain commissioned status in the Regular Navy or Naval Reserve.

No. 1223 (27 April)-Announced certain changes to the enlisted rating structure which established Signalman (SM) as a general service rating and disestablished Quartermaster Q (Quartermaster) and Quartermaster S (Signalman) as emergency service ratings.

No. 1020 (3 May)-Authorized all shipboard enlisted personnel below grade of chief petty officer to wear ship-name sleeve marks.

No. 1421 (7 May)-Announced selection of enlisted personnel and warrant officers recommended for temporary appointment to grade of ensign, USN.

No. 1001 (17 May)-Announced Change No. 1 to BuPers Inst. 1001-21, which is concerned with retention on active duty and recall for enlisted Naval Reserve and Fleet Reserve personnel.

No. 1085 (17 May)-Announced availability and effective date of Record of Practical Factors (NavPers 760) for certain ratings.

No. 1430 (17 May)-Provided information regarding the advancements resulting from the February 1956 examinations and the opportunities for advancement which it is estimated will result from the August 1956 examinations.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 9

1. (b) They indicate the port and starboard sides of a channel.
2. (a) The can buoy is all black and the nun buoy is all red.
3. (c) Engine speed of the flagship.
4. (a) Ahead standard.
5. (a) Mike and Xray.
6. (b) Blue and white.

Where to Find Info on Opportunities for Commissions

For ambitious, qualified Navymen, there are numerous opportunities to obtain commissioned status in the Regular Navy or Naval Reserve. Here's a list of programs which continue from year to year:

PROGRAM	ORIGINAL APPOINTMENT	GOVERNING DIRECTIVE	APPROXIMATE SELECTIONS (FISCAL YEAR 1957)
Integration	Ensign, USN	1120.18C	200
Limited Duty Officer	Ensign, USN	1120.18C	200
Naval Academy	Ensign, USN (After graduation from Naval Academy)	1531.2	160
NROTC	Ensign, USN (After graduation from NROTC University)	1111.4B	200
NavCad	Ensign, USNR (After completion of flight training)	1120.20A	400
Officer Candidate or Aviation Off. Candidate	Ensign, USNR	1120.9B 1120.10A 1120.11A	200
Warrant Officer	Warrant Officer	1120.18C	600

Latest Changes in Enlisted Rating Structure Are Approved, New ESRs Established

The New Navy is shaping up. Not only are new weapons and techniques under development, but so are Navymen's jobs. As a result, some new ratings have been established, others discontinued. Here's a summary of the latest changes.

On the basis of the findings of the Permanent Board for Review of the Enlisted Rating Structure, which is responsible for the study and evaluation of all recommendations for new ratings and elimination of others the Secretary of the Navy has:

- Established Signalman (SM) as a general service rating (see ALL HANDS, May 1956, page 12).

- Established under the Aviation Fire Control Technician rating, Aviation Fire Control Technician B (Bomb Director) and Aviation Fire Control Technician F (Aircraft Armament Control Systems) as emergency service ratings.

- Established under the Air Controlman rating, the following emergency service ratings: Air Controlman R (Radar); Air Controlman T (Tower); and Air Controlman W (Airborne CIC Operator).

- Established Parachute Rigger S (Survivalman) and Parachute Rigger M (Maintenance) as emergency service ratings under the Parachute Rigger rating.

- Established Trademan R (Repairman) and Trademan I (Instructor) as emergency service ratings under the Trademan rating.

- Disestablished the following emergency service ratings: Quartermaster Q (Quartermaster); Quartermaster S (Signalman); Trademan R (Repairman, Nonaviation); Trademan I (Instructor, Nonaviation); Trademan V (Repairman, Aviation); and Trademan U (Instructor, Aviation).

Implementation of these rating changes will be accomplished by future directives. Personnel will continue to advance in the ratings they now hold, and they will not be changed from one rating to another until further instructions are made available.



"She closed the door in my face! One of those modern folding doors."

BOOKS WIDE VARIETY FOUND IN THIS MONTH'S SELECTION

EVEN IF YOU DON'T LIKE to read—much—you'll thoroughly enjoy *Picture History of the U. S. Navy*, by Theodore Roscoe and Fred Freeman, one of the new volumes available at many ships and stations this month.

The story of the American Navy, from the earliest day of the Revolutionary War to the 20th Century, is told here with a wealth of pictorial detail. The fighting ships, the fighting men and the engagements in which they fought, live again in the illustrations and text of this book.

It covers all the wars, big and small and, by means of pictures,

plans and detailed text, it traces the evolution of major naval ships as well as recreating the life of the ordinary sailor. By presenting the rival captains and their ships facing each other on the page, *Picture History* gives you a concise view of both sides of the story in each war. In between the active campaigns come the periods of development—the 1812 version of *Nautilus*, the ship life of the mid-19th Century, the voyages of Perry and Wilkes.

Coverage is especially strong on John Paul Jones, the Civil War and the Korean War of 1871. The brisk, journalistic style of the text which accompanies the more than 1200 illustrations will lighten the burden of learning.

Another picture book of an entirely different nature is *The World's Warships*, by R. V. B. Blackman, which might be considered as a pocket edition of Jane's Fighting Ships, of which Mr. Blackman is editor. Small enough to slip handily into almost any pocket, it is a concise and authoritative survey of the modern fighting ships of the world's navies. The ships are arranged by class for easy reference and are illustrated by more than 100 photographs. Details include tonnage, armaments (within security restrictions) and specifications and, in the case of smaller craft, a list of sister ships. It is available to those ships and stations which had not earlier received a copy of *Jane's*.

Not yet in the history books (but it will be) is the name *Trieste*, Dr. Auguste Piccard's bathysphere, described in considerable detail in *Earth, Sky and Sea*. This is the story of a scholar, physicist and master technician whose pioneering investigations have made accessible areas of the world which are usually reserved for science fiction. In this book, Dr. Piccard tells of his triumphs of penetrating the stratosphere and descending the depths of the sea. He describes in detail the mechanical and technical problems encountered in the construction of his unusual machines.

Want to control the destinies of yourself and your fellow men? A step in this direction is a study of any one of a number of books on the

psychology of leadership. A volume which is, by a strange coincidence, titled *The New Psychology for Leadership*, by Donald A. Laird and Eleanor C. Laird, is one such book. It tells you how to streamline your supervisory techniques by applying the results of recent research. Almost everybody in the Navy supervises someone.

An entirely different type of leadership is described in *The Long Walk*, by Slavomir Rawicz. It's a true tale of escape from a Siberian World War II prison camp, during which the author with six fellow "convicts" and later a girl, make their escape by walking—literally—the length of Asia to India. While evading capture they experience snow, heat and hunger as they cross the deserts and mountains across the endless Siberian wastelands, the Gobi Desert, Tibet and the Himalayas. They learn to eat and like snake meat and to ease their thirst with mud. They face the famous "abominable snowman." Four survive. An incredible and fascinating story.

For something in a lighter vein, but still good reading, you might try *The Spirit of Adventure*, which is edited by Whit Burnett. Many of the selections come from recent books and authors who might be familiar to you, such as Heyerdahl, Dirole, Hunter, Hunt and Hillary, Herzog, Byrd, Cushman and Yazieff. There are also fictional episodes from Huckleberry Finn, Robinson Crusoe, Baron Munchausen and Don Quixote, as well as stories by Joseph Conrad and Graham Greene.

The encounters cover a wide range—from the depths of the sea and cave to outer space, from the Sahara to Thule, from the testing of a bull fighter to a jet pilot.

For a complete change of pace, you can relax with Marion Hargrove's *The Girl He Left Behind*. True, it's about an Army draftee, but if you look closely you may detect certain points of similarity in your own military experience. It's a sort of informal handbook of Army basic training, presented along the lines of *See Here, Private Hargrove*. It tells of the kind of men Andy Schaeffer meets as an Army recruit, how they talk, what they learn and what they think about it. Some of the men you'll like, some you won't recognize and some you wouldn't want to know at the end of a ten foot pole. But it's all in fun.

SONGS OF THE SEA



Nancy Lee

The harbor's past, the breezes blow,
Yeo ho! lads, ho! Yeo ho! Yeo ho!
'Tis long ere we come back, I know,
Yeo ho! lads, ho! Yeo ho!
But true and bright from morn till night my
home will be,
And all so neat, and snug and sweet, for
Jack at sea;
And Nancy's face to bless the place, and
welcome me;
Yeo ho! lads, ho! Yeo ho!
The bo's'n pipes the watch below,
Yeo ho! lad, ho! Yeo ho! Yeo ho!
Then here's a health a-fore we go,
Yeo ho! lads, ho! Yeo ho!
A long, long life to my sweet wife, and
mates at sea,
And keeps our bones from Davy Jones,
where e'er we be!
And may you meet a mate as sweet as
Nancy Lee.
Yeo ho! lads, ho! Yeo ho!

TICONDEROGA MEETS U-BOAT

Heroism is where you find it. In the face of almost inevitable defeat it stands out even more than in victory. The men on board USS *Ticonderoga*, a cargo ship that met a German U-Boat in the mid-Atlantic, demonstrated high courage not only in battle against great odds, but as survivors after their ship went down.

On the morning of 30 Sep 1918 the 5130-ton cargo ship USS *Ticonderoga* was in the middle of the North Atlantic run, eastbound in a convoy of 24 ships escorted by the cruiser USS *Galveston*. She was loaded with a cargo of railway ties, and she had as passengers two officers and 113 enlisted personnel of the Army. It had been rough and rainy during the night. There had been some trouble with the engines. When Ensign Gustave Ringelman took over the watch at 0400 he found that although the convoy speed was only 9½ knots the

Ticonderoga had dropped five miles behind position.

If there were any U-Boats in the vicinity her position was precarious, but as she was now making the same speed as the convoy, there was nothing to do but to hold on until the engineers could get a few more turns out of her.

At 0530, in latitude 40°05'N., Longitude 38°43'W., *Ticonderoga* sighted a German submarine.

Upon sighting the submarine, the cargo ship's skipper, LCDR James J. Madison, USNRF, had taken over the

USS *TICONDEROGA*—a WW I cargo ship, rides at anchor in Boston 10 days before sea battle with German U-Boat.



bridge and ordered the officer of the deck to his battle station at the after gun. The captain saw that his enemy was lying broadside to port and there was an excellent chance to ram. He ordered emergency speed ahead, left full rudder, and the lumbering Ticonderoga swung heavily to port.

A part of the story of Ensign Gustave Ringelman, who was officer of the deck at the time the submarine appeared, is quoted here:

THE SUBMARINE WAS SIGHTED at first about 200 yards off our port bow awash, the whole length showing. I reported to the commanding officer immediately and ordered the forward gun crew to open fire. The forward gun had its gun cover on because during the night it had rained, and there was a heavy spray, and we needed the gun cover on to protect the gun.

Immediately the captain put his helm hard to starboard and came within 25 feet of ramming the submarine. [The submarine apparently became aware of the danger at this time and forged ahead, and Ticonderoga missed her quarry by feet. The U-Boat now crossed ahead to secure a raking position. Captain Madison again tried to ram and again almost succeeded.]

Before we could get a shot off, the submarine fired an incendiary shell which struck our bridge, killing the helmsman and practically putting the navigation of the ship out of commission, crippling the steering gear and setting the amidships section ablaze.

LCDR Madison, captain of Ticonderoga, was severely wounded by a piece of this shell. [Although in great pain, he ordered his men to lift him to a chair on the bridge so that he could direct the action against the enemy. He remained conscious until Ticonderoga's crew received their last order.]

This all took place in as short a time as it takes to tell it. I had charge of the six-inch gun aft.

The submarine fired with the aft gun at our three-inch forward gun, killing the gun crew. They fired six shots, putting the gun out of commission. She then steamed around our starboard side and opened up her distance a little bit, opening fire again. We replied with our six-inch aft gun.

I am not exactly sure, but I should say the distance was now about 4000 yards. That was my range, I believe, and the submarine gradually opened up the distance between us to about four miles.

Meanwhile the submarine was shelling us and we were answering her shots. During this time most everybody on board our ship was either killed, or wounded to such an extent that they were practically helpless from shrapnel. [The first shell that struck the bridge had done great damage. Not only the helmsman but all the watch were killed, except the captain and Ensign Staffor, the navigator, both of whom were wounded. It put the radio out of commission, killed the operator and started a fire amidships. A second shell struck the bridge and wrecked it completely. It killed the navigator, put the wheel and communicators out of order, set fire to the bridge and again wounded the captain who was blown off the bridge to the deck below. A third shell hit the forward gun and swept it and the entire gun crew over the side.]

The lifeboats hanging on the davits were shelled and

full of holes, others carried away. However, we kept the submarine off until our fire was put out and our boats swung out on the davits, ready to abandon the ship with the few men left on board. Possibly 50 were left by that time—the rest were dead.

Well, at 7 o'clock up comes the submarine again, off the starboard quarter.

Meanwhile we had also several boats which were swamped immediately, due to the falls carrying away—the submarine had shot them away—and holes in the boats, and there was not another boat got away that I could see. Every boat that attempted to get away was either swamped, or something happened to it.

The submarine fired at us again for the second time at a range of 10,000 to 12,000 yards, and there were only three left on our six-inch gun as a gun crew—a chief boatswain's mate, a gunner's mate, and myself. We manned that gun until a shell struck us underneath the gun and put the gun out of commission, as well as ourselves, disabling us. The submarine still continued to shell us, and then came alongside off our starboard beam and fired a torpedo which struck amidships in the engine room.

* * *

Twenty minutes after the first attack U-152 appeared about two miles on the starboard quarter. She had used the time to get in a safe position before coming up to renew the attack. She now raked Ticonderoga systematically from bow to stern with shrapnel. Ticonderoga replied with the six-inch gun but had had exceptional difficulty getting on as the U-152 was increasing the range from 4000 to 8000 yards. As described above, within a few minutes only Ensign Ringelman and two enlisted men were left to serve the gun. All the other members of the gun crew had been killed. U-152 then scored a direct hit under the gun which killed the two enlisted men and wounded Ringelman. U-152 increased the range to 12,000 yards and continued the heavy fire until it was apparent that there was no resistance when they again closed the range.

Ensign Clifford T. Sanghove, USNRF, third engineer of the Ticonderoga, gave the following version of the attack.

AT THE TIME [the ship sighted the submarine] I was in my room; an eight-inch shell which crashed through the room woke me up. From that time on I was busy.

I went down to the engine room and organized gangs to fight fires which had started. Some of the men would be shot away and I would have to organize a new gang. I was the last man to leave the engine room, and I tried to get fresh water started to relieve the wounded men on deck.

While I was down in the engine room a torpedo struck the ship and I was pinned up against a bulkhead and the grating by the bulge of the bulkhead from the explosion of the torpedo. This torpedo was nearly the last thing fired by the submarine, and it struck right aft of the engine room bulkhead on the starboard side. I was crushed about the chest and hips at this time.

During the attack I was at various places down in the engine room, on deck and near the steering gear. As the first assistant engineer was on watch, I assisted whenever I could.

No shells struck the engine room except around the upper hatches. From the time the torpedo was fired

From German Submarine Activities on the Atlantic Coast of the United States and Canada, by Historical Section, Office of Naval Records and Library, Navy Dept., Government Printing Office, Washington 1920.



SURVIVORS of Ticonderoga huddle in remaining lifeboat as the enemy submarine comes alongside to question crew.

until the vessel sank, approximately 15 minutes elapsed. The vessel finally sank two hours and 15 minutes after the attack began. Her amidships rail was right on the water level. After the torpedo was fired we got some of the wounded together and got some water and blankets together, and then placed a few of the wounded on the raft, which I helped to launch from the deck house, which was 20 feet above the water at the time. The raft went into the water with two or three wounded men who were still clinging to it. This raft was the last thing to leave the ship. There were 13 lifeboats altogether aboard.

* * *

What happens when the survivors are face to face with the enemy—a submarine bearing down on a raft and an open boat? The crew of Ticonderoga did not panic. Ensign Ringelman continues his story:

THERE WAS A LIFE RAFT left on the top of the deck house. We got our wounded men together, lashed them to the life raft—that is, those who were able to do this—and shoved the life raft off from the ship. Possibly three or four minutes after that she took the final plunge.

After *Ticonderoga* had sunk, the submarine came alongside and had already picked up the executive officer out of the water and made him captive. They took the first assistant engineer off the life raft and made him a captive also.

They asked us several questions; wanted the captain and the gunner; where bound for, and where from; threatening us.

After getting no information they shoved off. Now, before she came to us she had been alongside the only lifeboat that had stayed afloat, and the captain was in that, but they did not see him. The captain was severely wounded and was lying on the bottom of the boat. One of the German sailors went into the lifeboat and made a line fast by which she towed the lifeboat a few yards, but the line parted when they speeded up.

After that the submarine made off but stayed in the

vicinity. Several shells before this had fallen rather close to the life raft and it also looked as if they meant to shell the boat but gave it up.

Now, I will tell you how we got into the boat. This lifeboat, the only one afloat, drifted down onto the life raft, and the captain of the ship, who was in the boat, called for myself and several others to get into the boat, as there was not a single sailor in that boat to handle her, there being nothing but soldiers in it, and a high sea running called for somebody to be in that boat to handle it.

A few of us got into the boat, which still left a few on the raft—a few unconscious men and some that were not very badly hurt. The sea separated the raft and the boat and we made sail and attempted to get back to the raft in order to tow it, as they had no food on it. The wind and sea grew in violence and after many futile attempts to come alongside of the raft we had to give up the idea of getting a line to it. We made sail in the small boat in case another ship or a rescue ship should come along we would be away from the submarine.

Third Engineer Sanghove tells his experience:

THERE WERE EIGHT OR NINE men on the raft with me; this was before launching and they drew it in toward the railing and we jumped on it ourselves after launching it. I was the next to the last man off the ship.

There were a number of potatoes and boxes on the after deck, which floated off the vessel as the after part sank, and the submarine picked up a number of these boxes, cruising around meanwhile.

We remained on the raft until 2 o'clock in the afternoon, when we drifted toward the captain's lifeboat and I was among five of the men who left the raft and got into the lifeboat, as when the raft came close to the lifeboat they shouted that there was no one in the boat able to man it, all of them having been wounded.

The submarine came alongside the raft and spoke to us. They asked who it was tried to ram them and where was the captain and where was the gunner; how many



CAPTIVES OF ENEMY—LT Muller and LTJG Fulcher are taken aboard German submarine for questioning.

soldiers were aboard; where we left and where we were going. The chief machinist's mate was taken aboard the submarine for a time and then finally returned to the raft, and was probably lost, as the sea was high and we never saw the raft again.

The first assistant engineer was also taken aboard the submarine and kept a prisoner. His name is Fulcher. He was a lieutenant (j.g.). I believe the executive officer, Mr. Muller, had been picked up from the water and also taken aboard the submarine and kept a prisoner.

An extract from the story of the Chief Quartermaster, George S. Tappley, adds further details to the story of survival:

MOST OF THE LIFEBOATS were full of holes from shrapnel. At about 7:15 the captain was put in the last boat on the vessel, together with 14 soldiers, and the boat was lowered away. That was the only boat that got away clear. I reported to the executive officer that our six-inch gun had been disabled by shellfire, and the vessel could not be steered from the steering engine room.

I picked up a piece of plank but for some reason I thought better of it, and looking around I saw a raft on top of the boat deck. I made my way up to that and there found 12 men, three of them were very badly wounded lying on top of this small house alongside the raft. I asked them why they were lying there, and soon found out, for just then a shell struck about two feet under me, going directly through the small house.

We then put the three badly wounded men on the raft, and pushed it into the water, about 20 feet below. A few minutes after getting on the raft the vessel went down, stern first, sinking completely in about 10 seconds. We then drifted off on the raft.

The only boat that got away was about one mile to windward of us, but all the time drifting nearer. When it came alongside five of us from the raft got in the boat, intending to tie a line to the raft, but the wind was so strong that we couldn't do so. We tried for four

hours to get back to the raft to give her a line, but the wind prevented us from doing so. We then hoisted a small sail on the bow of the boat, in order to keep her stern to the wind, and this way we spent the night. The next morning we took an inventory of the supplies, and found we had eight gallons of water, two cans of hardtack, one case of apricots, and one case of pineapples. There were 22 men in all, including the captain, who was very badly wounded. We at first decided to try and make Newfoundland, but the captain said northwest winds started blowing about this time of the year, so we abandoned the idea and commenced to steer east-southeast for Spain. Bad weather had set in and we thought we saw two ships on the horizon, but we were not sure. Each man's rations consisted of one apricot and two spoonfuls of juice twice a day. We continued pulling on our course all that day. That night the sea started to run very high, and we had great difficulty in keeping the boat from swamping. On the third day the sea became more moderate, and we made perhaps 60 miles to the eastward. The captain was feverish and delirious at times, and it was necessary to give him water at frequent intervals to keep his fever down. The men in the boat were behaving as well as could be expected, except that they were constantly complaining about not having water. On the fourth day the weather calmed down, and the sea was moderate.

At about 7 a. m. we sighted a ship away off on the horizon heading west, but apparently she did not see us. At about 1 o'clock smoke was sighted dead ahead, and in the course of an hour's time the s.s. *Moorish Prince* came alongside and picked us up.

What happened to the men taken on board the submarine? Here's the story of their experience, and incidentally a report of the effects of psychological warfare on the enemy:

MULLER AND FULCHER were taken separately, sent below and isolated. Neither knew of the other's presence

on board for four days. Muller, whom Capt. Franz, commanding officer of the submarine, supposed to be the captain of *Ticonderoga*, was picked up at 9:20. Franz, standing amidships, demanded: "Where's the chief gunner? Where's the chief gunner's mate?"

"Dead," replied Muller.

Franz was under the impression that the *Ticonderoga* after gun had continued firing after the sheet had been hoisted.

Fulcher was taken to Chief Engineer Heine's room, where shrapnel was cut from his leg, and he was given brandy and overalls by the ship's surgeon, whose name, by coincidence was Fuylicher. He was kindly treated, and the pair conjectured upon their relationship. Meanwhile Heine kept saying, "Why do you call us Huns? We are no more cruel than you." This soreness, testifying to the effect of Allied propaganda, prevailed insistently among the submarine's officers. Their tune at first was "Why did the United States enter the war? See what you get now for coming in."

The captain came in and said to Montau, a CPO, "Take the prisoner and show him where he will sleep." Fulcher went to the forecabin, where about 35 men were quartered in permanent bunks. He was given a lower one, which he occupied for the rest of the voyage. The surgeon came each day and dressed his wounds. He messed with the warrant officers, as did Lieut. Schwarz, radio officer. Muller ate in the wardroom, but the food in both messes was the same, white bread twice a week, plenty of wurst and butter, canned brown bread, etc. Muller also was continually asked why we came into the war: "Why do you call us barbarians? We are only doing our duty," was repeated over and over.

U-152 had left Kiel 5 September on an outbound voyage to the American coast. It was only her second trip. All the time that they were aboard, the two Americans were allowed on deck, except during the various actions with merchant ships that ensued. They were then sent below, but managed to secure information of happenings there. They also learned, chiefly from the crew, many of the orders that came by radio. They were always well treated. The *U-152* remained on the surface except when forced by the presence of Allied craft to dive.

On 11 October this message came in code—as did all others: "Engage men of war only. The merchant war has ended." The Americans were told that this was, "The first act of our new government." Course was now changed to SE.

Various courses on the surface were now steered for a few days. A torpedo was fired at a British steamer on the 17th, but as it was not heard to explode, probably missed. The submarine dived, but 10 minutes later came to the surface and engaged the steamer in a gun duel. The latter fired 40 shots, none of which hit *U-152*, and the submarine 83; range and effect not learned by the prisoners. This was in the late afternoon, and had continued for two hours. The steamer was making more speed than the submarine, and now escaped.

On 20 October came the radio "All submarines return to Kiel." *U-152* set course NE., till she had rounded the Faroe Islands. She entered the northern mine barrage at 4 p. m. 11 November. She proceeded at full speed on the surface, through its center, and the Americans were told that the mines had been passed at 4 p. m., on the 12th. They woke to learn that the officers had

heard of the signing of the armistice. All hands seemed pleased that "the war was over." Lieut. Schwartz admitted that for many months Germany had been waging a losing fight, because the United States had intervened.

The Skagerack was entered on the night of the 12th. *U-152* encountered *U-53* (Hans Rose's famous sub), and tied up to her from 9 to 11 p. m. Von Schrader had replaced Rose in command. He stated that about six weeks previously *U-152* had torpedoed a United States escort ship at the entrance to the Bristol Channel. *U-53* was not certain of her name, but it sounded like *Tampa*.

U-53 also declared that she had left Kiel owing to the revolution; that her officers and men were loyal to the Kaiser, and that she was bound for Sweden. Apparently uncertain about this step, however, she proceeded back toward the Baltic on the morning of 13 November, leading *U-152* through the mine fields. The latter continued into the Sound, after the *U-53* went ahead at 15 knots for Kiel, and she anchored near Copenhagen on the evening of the 14th. Here two radio messages were received: One from *U-153*, saying that all was calm at Kiel, but that she was leaving to intern in Sweden. Another from the Commandant at Kiel ordered *U-152* to return to port.

Capt. Franz now held a meeting of the officers and crew, and took their vote as to whether the sub should go to Sweden or to Germany. Of the crew of 80, about 10 favored interning, and 70, Kiel. As the submarine got underway, Franz said to Muller and Fulcher: "You two gentlemen are now free. You are no longer prisoners of war. I don't know whether we shall finally reach Kiel or Sweden, or Denmark; but rest assured that in any case you will be safe. I shall protect you at all hazards. Whatever we do, you will be well off."

* * *

The crew of USS Ticonderoga fought the enemy to the bitter end, until there were just a few men left. The handful that remained took care of their wounded, then fought for survival on the high seas. Their struggle did not go unnoticed. Among those who were awarded the Navy Cross were the following: Chief Machinist's Mate Rudolph Alicke, Ensign Ringelman, Ensign Sanghove, and Lieutenant Frank L. Muller. To LCDR James J. Madison went the Medal of Honor. Praising the prolonged and gallant resistance of Ticonderoga's crew under his command, the citation stated: "Lieutenant Commander Madison was severely wounded early in the fight, but caused himself to be placed in a chair on the bridge and continued to direct the fire and maneuver the ship. When the order was finally given to abandon the sinking ship, he became unconscious from loss of blood, but was lowered into a lifeboat and was saved, with 31 others, out of a total number of 236 on board."

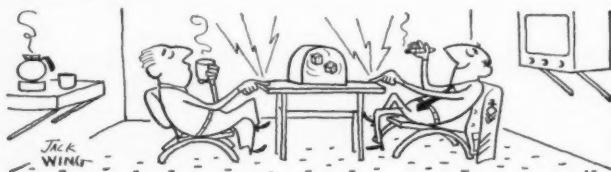
CREW of *U-152*, now on the defeated side, with their two American ex-prisoners at Kiel, 15 Nov 1918.



TAFFRAIL TALK

THESE MODERN GADGETS may well be all very well, but there comes a time when we must call a halt, and this is it. In the CPO lounge of NAAS Mustin Field, Philadelphia, Pa., is an electronic gimmick called "The Schwann Kick," after its creator CDR J. J. Schwann, USN.

It's used, we're informed, to aid the hardworking Chiefs to play acey-deucey. A pushbutton on each side of the table is interconnected with a solenoid beneath the table, which actuates a plunger, causing the hinged portion of the device to kick the dice up and into the scramble blocks and back to the bottom of the mixer. Push the button and your dice are rolled for you. Acey-deucey players of the world, arise!



One thing can be said for the hobby of Larry J. Cate, GMSN, of USS Forrester (CVA 59)—it's different. He spends his free time tossing bottles into the sea.

Not just any old bottle, but one with a note in it. Part two consists of watching the bottle float away from the ship until it's out of sight, then hoping that someone on a distant shore will find it and notify the sender of its arrival. Since 1954, when he tossed his first note overboard from USS Capricornus (AKA 57) he has launched more than 50 bottles. Not long ago, his persistence paid off. One of his notes was found in the Bahamas, about 105 miles from the spot where Cate chucked it over the side. Now Cate is heckling his friends to save all their old bottles for him.



The Navyman serving overseas has a two-hat job. In addition to his regular duties, he serves as a representative of the United States. A tribute, quoted here in part, to be found in an editorial from a Shelburne, Nova Scotia, newspaper, shows that many a Navyman performs valuable services to his country wearing his second hat:

"These young men came to us as strangers and are departing as friends. By their conduct and their friendliness they not only upheld the fine prestige of the United States Navy but also were ambassadors of goodwill that cannot help but add further warmth to the regard in which we hold the American people.

"We are sorry to see our American visitors leave, and we would like them to know we were glad to have them with us."

The All Hands Staff

The United States Navy

Guardian of Our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air. Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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Framed by ship's bell and wheel

H. R. Jumper, S03, USN, is presented Certificate of Advancement in rating from CAPT D. F. Weiss, USN, Deputy Chief of Staff, ComNavFE. A total of 49 Navyman from the staff received certificates.

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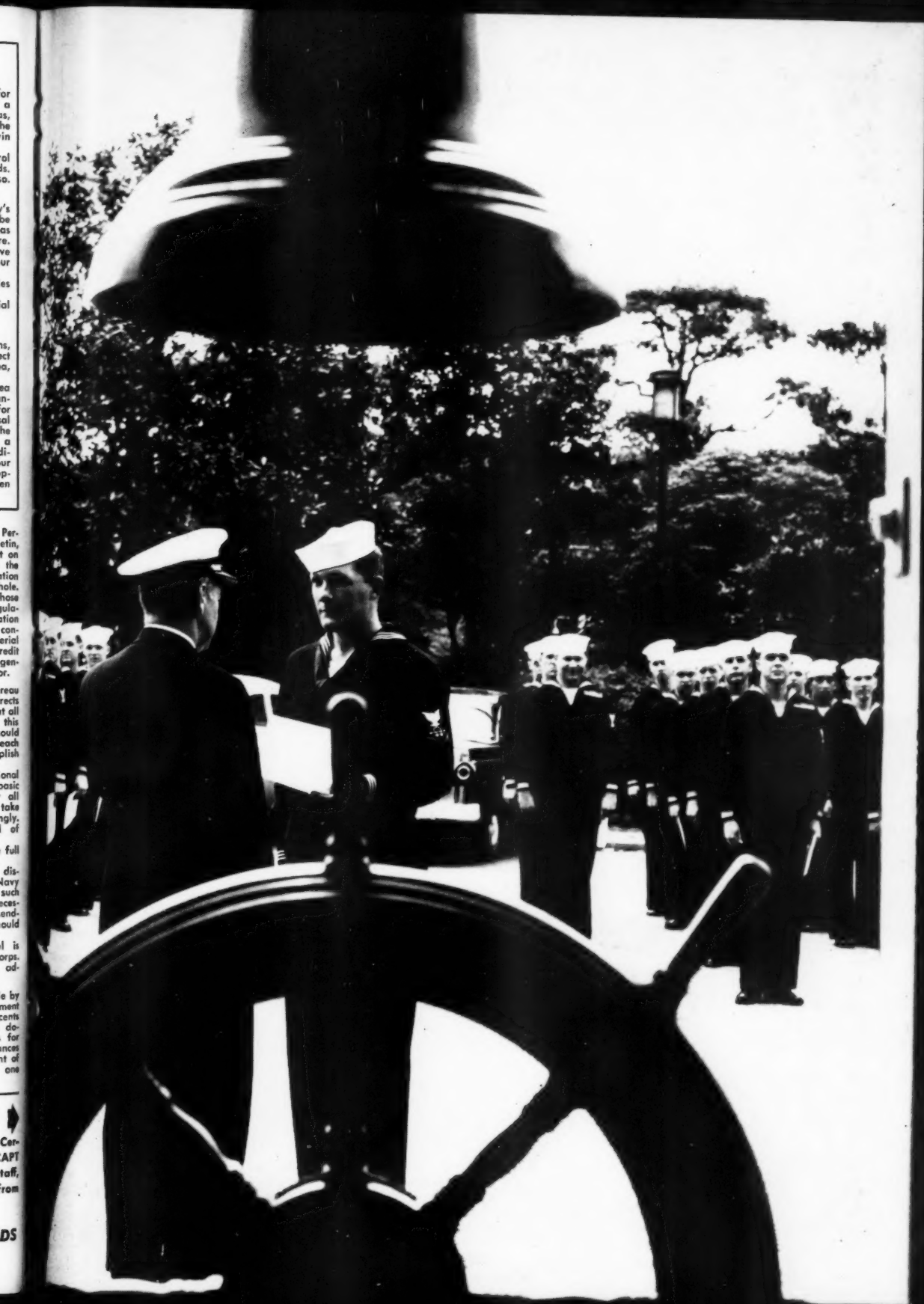
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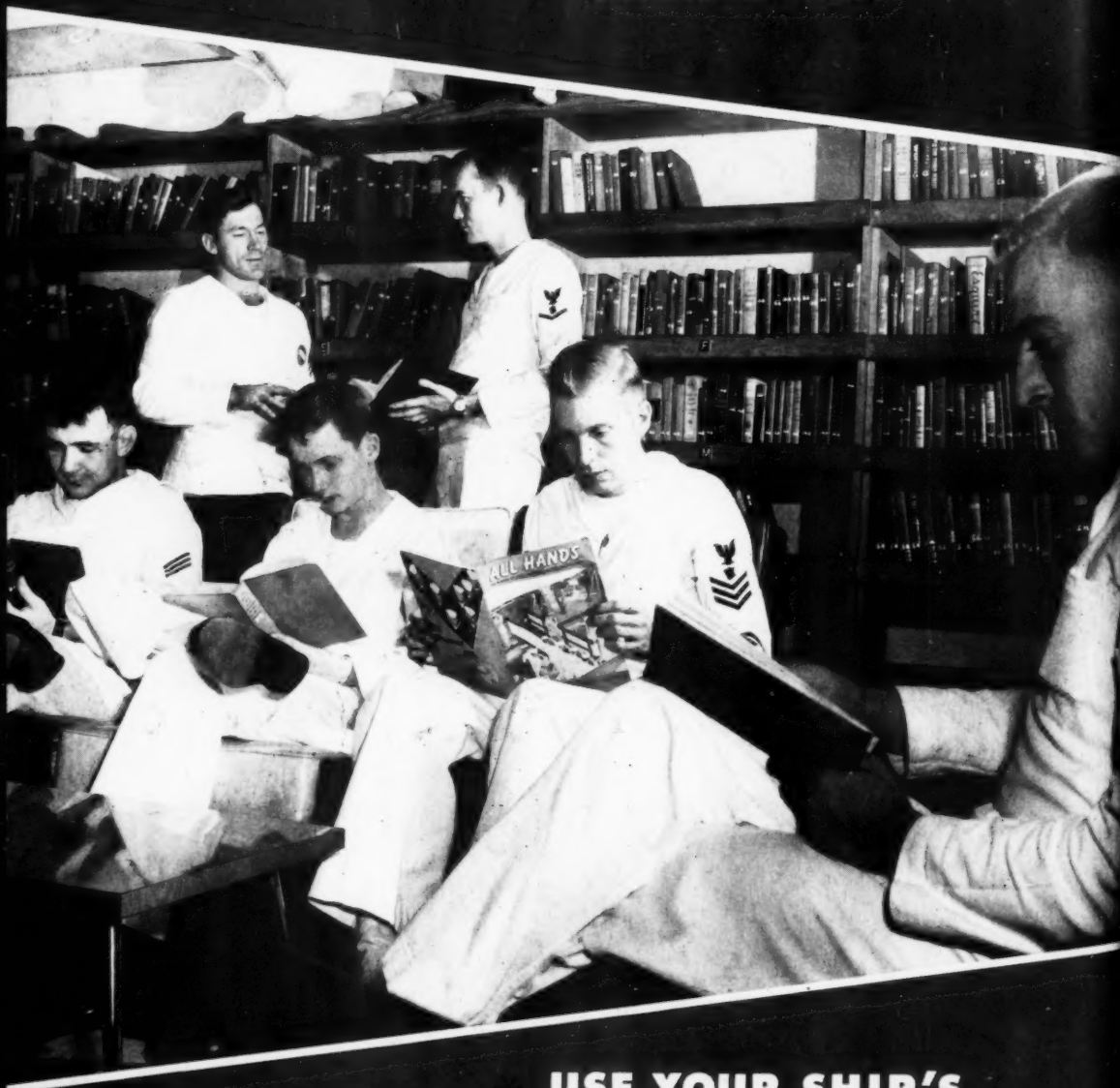
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